

# **Addendum to the Civic Center/Metlox Development Environmental Impact Report**

SCH # 99121090

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# SECTION 1.0 INTRODUCTION

This Addendum to an Environmental Impact Report (EIR) has been prepared by the County of Los Angeles (County) to assess the environmental consequences of the proposed refinements to the Manhattan Beach County Library (refined Library) component of the approved project analyzed in the Civic Center/Metlox Development EIR (certified EIR), SCH #99121090, which was certified by the Manhattan Beach City Council on April 17, 2001 (by Resolution No. 5659). This document is prepared as an addendum to the certified EIR in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15164, which requires that an Addendum to an EIR be prepared when changes to the project will require minor modifications of the certified EIR instead of major changes due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. If changes to a project that are not considered substantial (CEQA Guidelines Section 15162) are necessary after an EIR has been certified, CEQA provides that an Addendum to the EIR may be prepared documenting the minor technical changes or additions to the project (CEQA Guidelines Section 15164(a)). In accordance with CEQA Guidelines Section 15164 regarding minor modifications to a previously approved EIR, this Addendum to an EIR incorporates, by reference, discussions from the certified EIR and concentrates solely on the issues specific to the refined Library.

## 1.1 APPROVED PROJECT

The Civic Center/Metlox Development Project (approved project) analyzed in the certified EIR consisted of demolition and reconstruction of the existing 30,568 sf Police and Fire Department Facilities. The Police and Fire Department Facilities would be replaced with a two-story, approximately 57,000 sf combined Police and Fire Department public safety facility incorporating all administrative and operational functions of these departments. The net increase in developed floor area over conditions then existing would be approximately 26,432 sf. In addition, the approved project included a Library component, which, as originally proposed, consisted of an addition to or demolition and reconstruction of the existing 12,100 sf Library to create a new approximately 40,000 sf facility with roughly 30,000 sf for library space and 10,000 sf for a 99-seat Cultural Arts Center. The approved project also included the Metlox component, consisting of a mixed-use commercial development with subterranean parking, including some above-grade surface parking on a proposed 13<sup>th</sup> Street extension. The total floor area for the Metlox component of the project would consist of total floor area of approximately 90,000 sf comprised of retail, restaurant, a 40-room bed-and-breakfast lodging component, and office uses. The Metlox design included one- and two-story buildings oriented around streets, outdoor plazas (paseos), and a Town Square. Approximately 30,000 sf was to be devoted to public open space. The approved project included a subterranean parking garage beneath the Civic Center and Metlox sites, with additional spaces provided above ground. A total of 562 parking spaces were to be provided on site. Figure 2-1 (Approved Civic Center Site Plan) illustrates the approved site plan.

Since publication of the certified EIR, the combined Police and Fire Department Facility has been constructed and is in full operation. The Metlox component was analyzed in the certified EIR as a mix of retail, personal service, office, and restaurant uses, with a forty-room hotel, for a total of 93,000 sf of area. The Metlox component of the project was completed in 2005 with the same mix of uses but only 63,850 sf of area, a 31 percent reduction in project square footage over what was analyzed in the certified EIR. The Metlox parking component ultimately built 460 underground metered public parking spaces, and 110 metered spaces were constructed in the

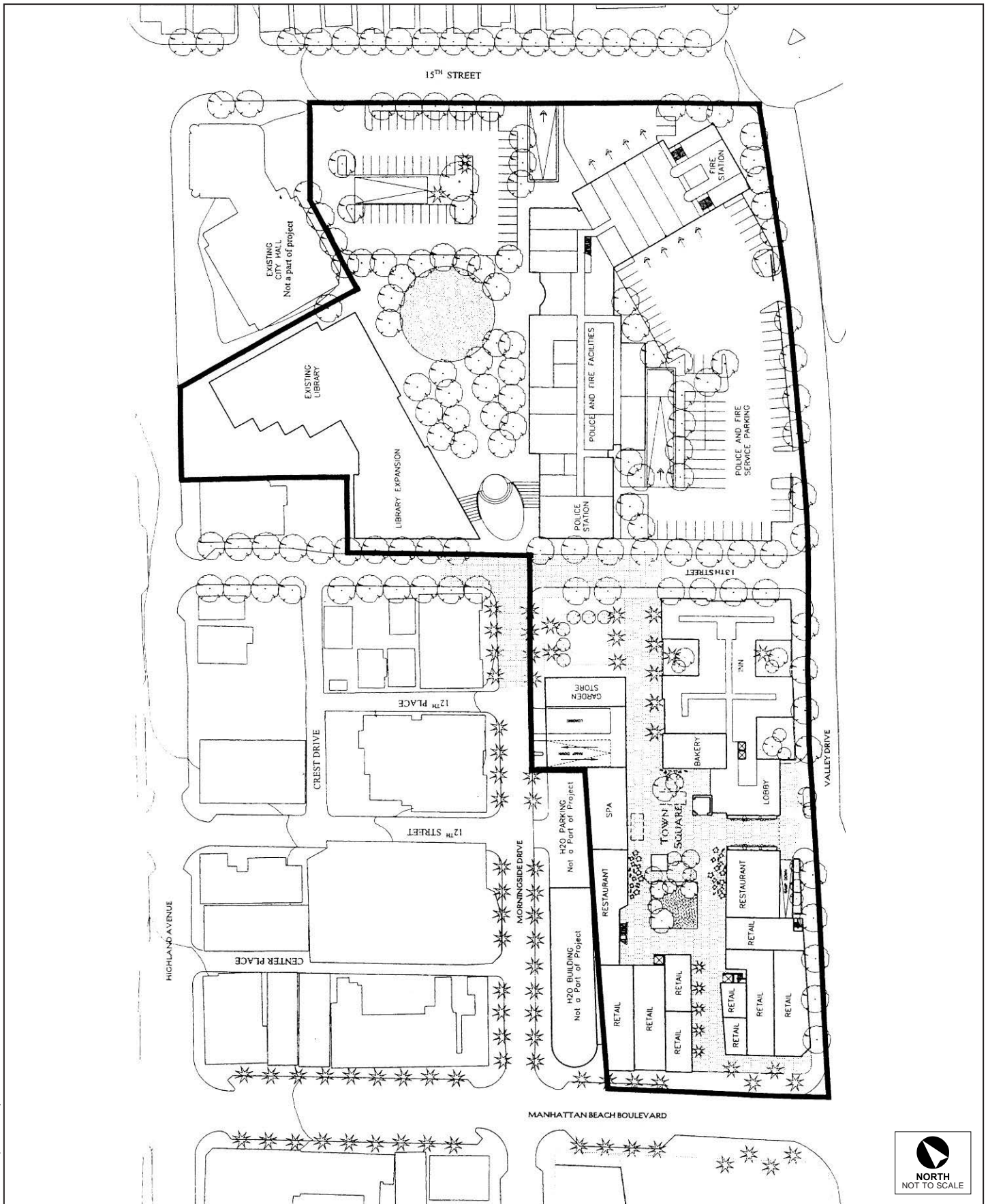


Figure 2-1  
Approved Civic Center Site Plan

Civic Center parking garage, for a total of 570 parking spaces in these two structures. No further build-out of the Metlox component is anticipated by the City in the foreseeable future. The Library component of the approved project was never built, and the existing Library has remained in operation.

## 1.2 PRIOR APPROVALS

The certified EIR considered a project containing two elements: a Public Civic Center (Police and Fire Department combined facility and new Library) and a commercial mixed-use development (Metlox development). The certified EIR contained an analysis of Aesthetics, Air Quality, Land Use, Public Safety (Police Services), Risk of Upset, Transportation/Circulation, Water Quality, and Noise. Other issue areas were analyzed in a separate section in the certified EIR and a determination made that there would be no impacts to these resources (Biological Resources, Cultural Resources, Geology/Soils, Hydrology (other than Water Quality), Population/Housing, Public Safety (other than Police Services), and Utilities/Service Systems.

Significant and Unavoidable impacts were identified in the certified EIR as follows:

- **Traffic.** Unavoidable significant traffic impacts at two study intersections (Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue and Highland Avenue and Manhattan Beach Boulevard) during the summer season.
- **Noise.** Noise from construction would exceed the significance threshold at sensitive receptor locations analyzed. With mitigation, construction noise would be reduced by approximately 6 dBA at all receptor locations; however, significant impacts would remain.

A Statement of Overriding Considerations was adopted at the time of certification of the EIR on April 17, 2001 by the Manhattan Beach City Council with regard to the significant and unavoidable impacts identified. Mitigation measures for the approved project were included in the certified EIR and/or adopted in subsequent Manhattan Beach City Council resolutions (5725, 5729, 5769, 5770, and 5771) in 2002 with respect to Aesthetics, Air Quality, Hazards/Risk of Upset, Hydrology and Water Quality, Noise, Public Safety, and Traffic. These mitigation measures form the Mitigation Monitoring Plan associated with the approved project.

## 1.3 PURPOSE AND SCOPE OF THE ADDENDUM TO THE CERTIFIED EIR

The library component of the approved project analyzed in the previous certified EIR consisted of an addition to or demolition and reconstruction of the existing 12,100 sf library to create a new approximately 40,000 sf facility with roughly 30,000 sf for library space and 10,000 sf for a 99-seat cultural arts center.

The County, in conjunction with the City of Manhattan Beach, is now proposing to move forward with a refined Library component of the approved project. The refined Library will consist of demolition of the existing one-story, 12,100 sf Library and construction of a two-story, 21,500 sf library, which is 46 percent smaller than the approved Library. Development of the cultural arts center is no longer proposed as part of the proposed refined Library of the approved project.

The purpose and scope of the addendum to the certified EIR is to evaluate the environmental impacts of the refined Library in comparison to the approved Library analyzed in the previous certified EIR, and to show that the proposed refined Library will not result in any new or increased impacts from those identified in the previous certified EIR.

CEQA Guidelines Section 15063(c)(3)(D) permits earlier analysis to be used where a CEQA document has adequately analyzed an effect. The certified EIR was used, as this earlier analysis adequately analyzes the refined Library's potential effects.

The CEQA Guidelines have been revised since the certified EIR, and now include new impact questions for Forest Resources and Greenhouse Gas emissions. The approved Library serves as the baseline against which the impacts of the refined Library are analyzed except for an analysis of Forest Resources, for which the baseline will be existing conditions as of the date of preparation of this Addendum. Greenhouse gas emissions were calculated for the approved Library for comparison with the refined Library. The cumulative projects list has also been updated from that analyzed in the certified EIR.

An Addendum to the certified EIR is the proper environmental document for the refined Library, pursuant to CEQA Guidelines Section 15164. That section states the conditions under which an Addendum to an EIR is determined to be sufficient. It refers to Section 15162 and specifies that if none of the conditions stated in Section 15162 applies to the refined Library, an Addendum to the certified EIR is sufficient. In essence, Section 15162(a) specifies that a Supplemental or Subsequent EIR must be prepared if:

1. Substantial changes are proposed in the project that will require major revisions of the certified EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known or could not have been known with the exercise of reasonable diligence at the time the certified EIR was certified as complete, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the certified EIR;
  - b. Significant effects previously examined will be substantially more severe than shown in the certified EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives that are considerably different from those analyzed in the certified EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

When comparing the refined Library to the approved Library, none of these conditions is true; therefore, an Addendum to the certified EIR has been prepared in accordance with CEQA Guidelines Section 15164. The analysis presented in this Addendum provides evidence demonstrating the substantial conformance of the refined Library to the description of the previously approved Library in the certified EIR, and also confirms that the environmental impacts of the refined Library fall within the scope of the impacts previously identified and

analyzed in the certified EIR. Therefore, the refined Library would not result in new significant impacts or a substantial increase in any previously identified impacts.

The Addendum to the certified EIR neither controls nor determines the ultimate decision regarding the refined Library. The information in the Addendum to the certified EIR will be considered by the County Board of Supervisors (and other public agencies that will render discretionary decisions related to the refined Library) to make findings concerning the refined Library.

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## **SECTION 2.0      REFINED PROJECT DESCRIPTION**

Consistent with the requirements of CEQA Guidelines Section 15124, this section of the Addendum to the certified EIR describes the refined Library component of the approved project. This section also includes information on location and boundaries, existing conditions at the Library site, the refined Library project description, a description of the refined Library and its anticipated impacts, and a statement of objectives.

### **2.1      PROJECT TITLE**

Refined Library Component of the Civic Center/Metlox Development Project

### **2.2      LEAD AGENCY**

County of Los Angeles

### **2.3      CONTACT PERSON AND PHONE NUMBER**

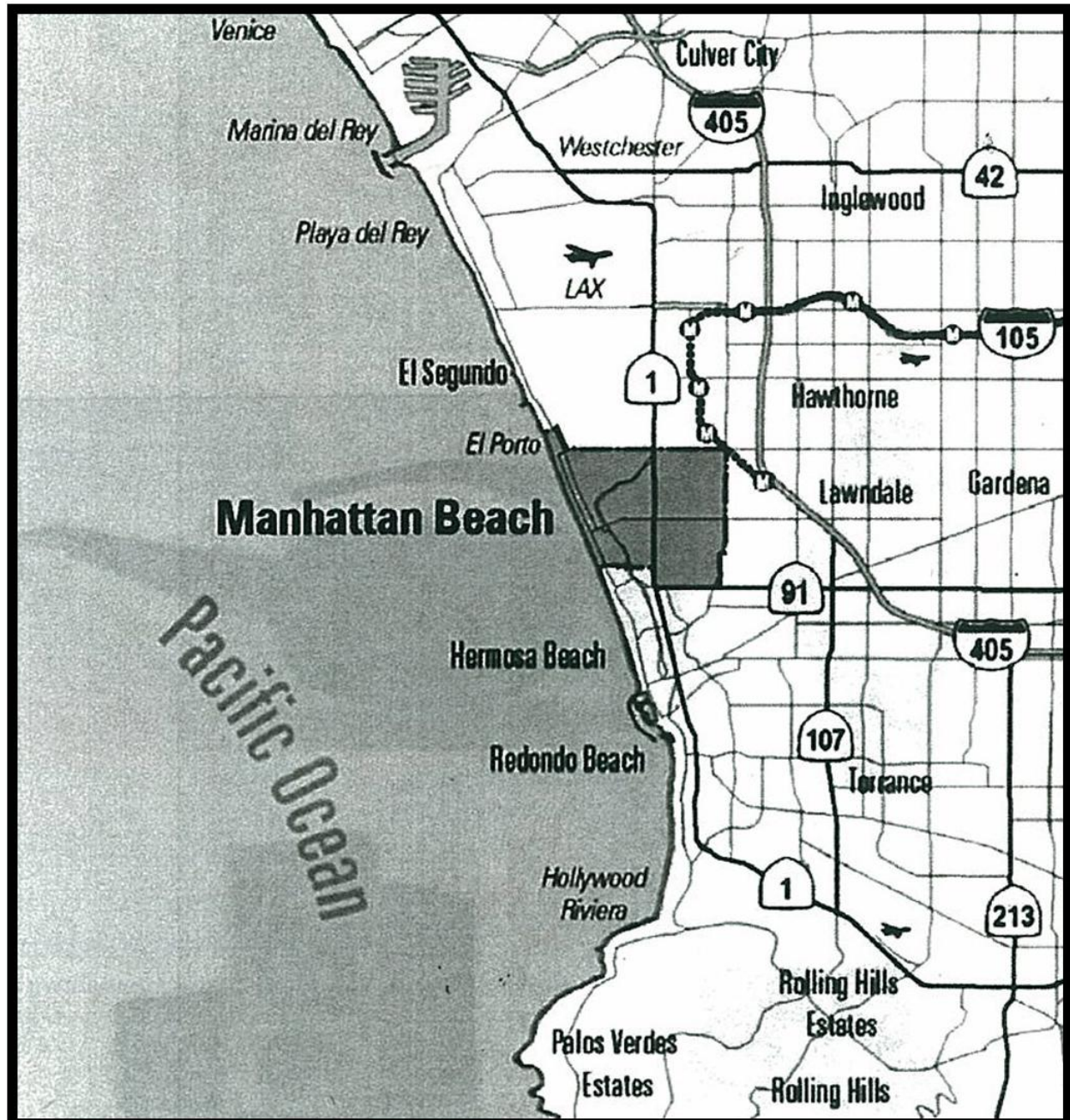
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### **2.4      SITE CHARACTERISTICS**

The existing Library is located on an approximately 28,604-square-foot (sf) (0.66 acre) property owned by the County of Los Angeles located at 1320 Highland Avenue in Manhattan Beach. The property is located within the City of Manhattan Beach Civic Center Complex and fronts onto Highland Avenue, within the Civic Center complex, between 13<sup>th</sup> and 15<sup>th</sup> Streets. Figure 2-2 (Regional Location Map), Figure 2-3 (Project Location Map and Parking), and Figure 2-4 (Aerial View of Project Site Including Parking and Circulation) illustrate the regional and local context of the project site. The Manhattan Beach Public Library is operated by the County of Los Angeles Public Library (County Public Library).

Surrounding the existing Library to the north and east, on a separate property owned by the City of Manhattan Beach, is the City Civic Center. Manhattan Beach City Hall, a two-story structure, was constructed in 1975 and sits adjacent to and north of the existing Library site. The Civic Center plaza and the two-story City Public Safety (Police and Fire) Facility, constructed in 2006, sit adjacent to and east of the existing Library site. At the Civic Center there is public surface parking, public underground parking underneath the new Public Safety Facility and Civic Center Plaza, as well as secured underground and surface parking for public safety vehicles and personnel. A privately owned two-story commercial building (retail and office with underground parking) constructed in 2009 sits adjacent to and south of the Civic Center on a separate parcel. The City Hall, Public Safety Facility, existing Library, and private two-story commercial building, as well as the associated parking, comprise the block bounded by Highland Avenue to the west, 15<sup>th</sup> Street to the north, Valley Drive to the east and 13<sup>th</sup> Street to the south.

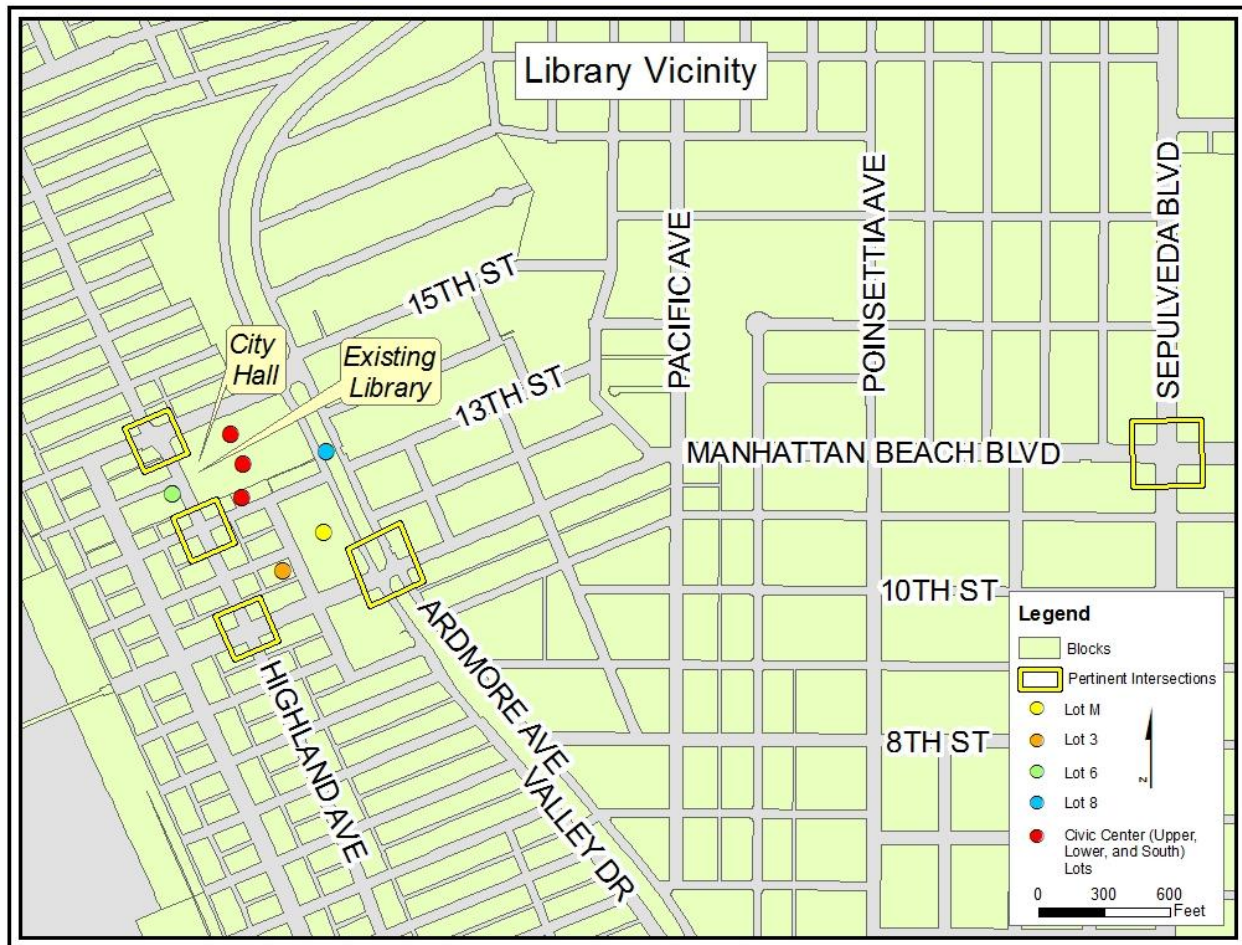
Since publication of the certified EIR in 2001, a privately owned two-story 14,273 sf commercial building (retail and office with underground parking, not part of the approved project) was constructed in 2009 immediately south and adjacent to the existing Library. This site previously contained a two-story, 4,694 sf restaurant. Additionally, the Manhattan Beach Work Lofts at 1300 North Highland Avenue has been constructed and occupied. Otherwise, there have been no changes in the environmental setting within 0.25 mile of the Library site since certification of the EIR in 2001.



SOURCE: City of Manhattan Beach (2012).

**Figure 2-2 Regional Location Map**





SOURCE: City of Manhattan Beach (2012).

**Figure 2-3 Project Location Map and Parking**

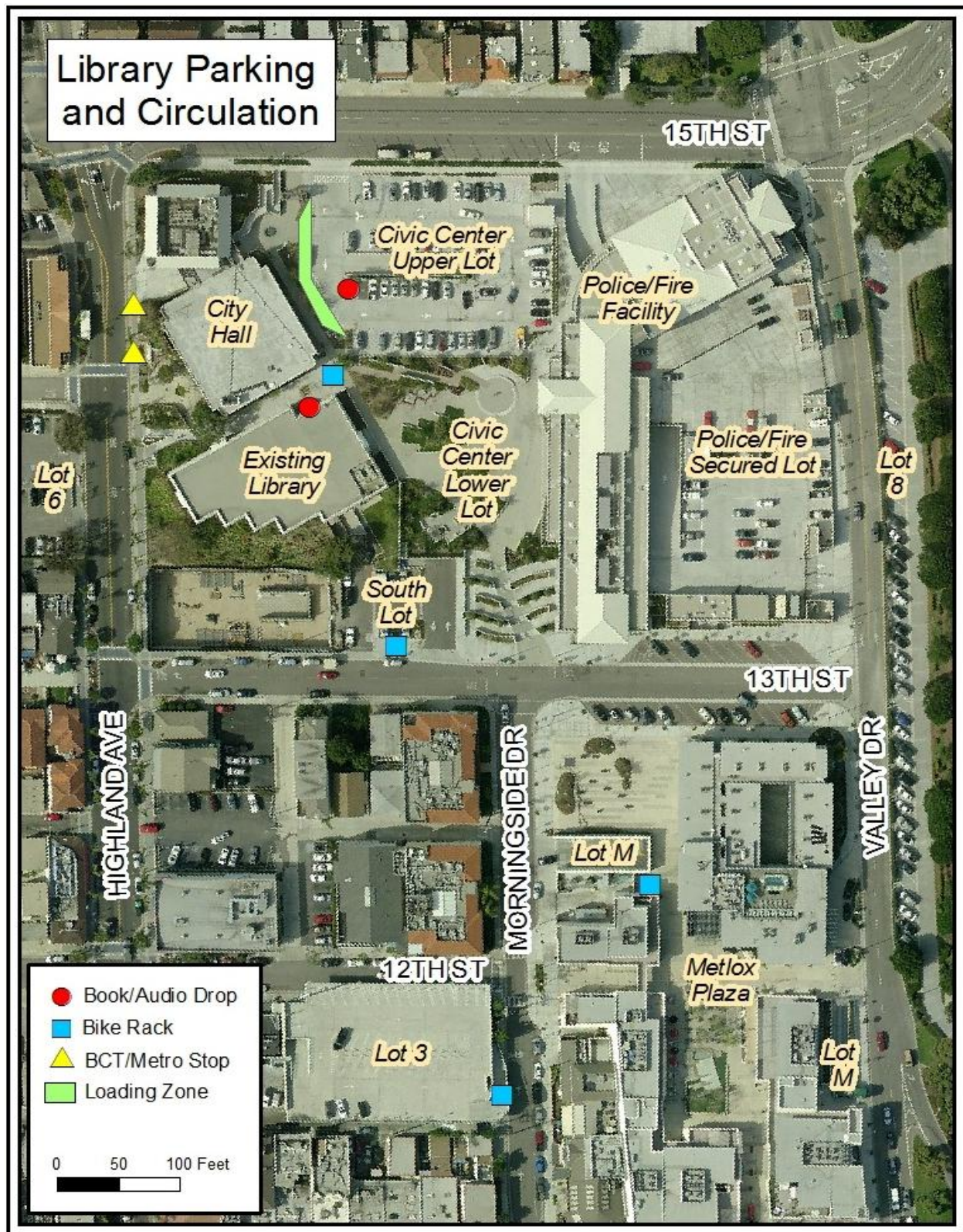
## 2.5 EXISTING ZONING AND LAND USE DESIGNATION

The Library site is on County property, and is, therefore, not subject to the designations of the City's General Plan. Nevertheless, in partnership with the City, and because this site is within a Coastal Zone, insofar as the Manhattan Beach Local Coastal Program has adopted the Manhattan Beach zoning code and General Plan designations, the Library site is designated as a Public Facility, referring to those land uses that are operated and maintained for the public's benefit, welfare, or use. The maximum floor area ratio for Public Facilities is 1:1.<sup>1</sup> The site is zoned PS Public and Semi-Public Zone.<sup>2</sup> The Public Library use falls within the permitted uses allowed by the Local Coastal Program, County and City General Plans and Manhattan Beach Municipal Code (MBMC) zoning designations for the Civic Center site. In the PS Zone, a library use (MBMC, Local Coastal Program Section A.28.030—Cultural Institution) requires a Use Permit (MBMC, Local Coastal Program Section A.28.040) from the City of Manhattan Beach, and the Use Permit establishes all development standards, including height.

<sup>1</sup> Floor area ratio refers to the maximum allowable building size relative to lot area; for the 28,604 sf County-owned parcel, therefore, a 1:1 FAR would allow a maximum of 28,604 sf of building.

<sup>2</sup> City of Manhattan Beach, *Manhattan Beach General Plan* (adopted December 2, 2003), Land Use Element.





SOURCE: City of Manhattan Beach (2012).

**Figure 2-4 Aerial View of Project Site Including Parking and Circulation**



## 2.6 SURROUNDING LAND USES AND ZONING

Residential uses are located on the north side of 15<sup>th</sup> Street between Highland Avenue and Valley Drive (approximately 265 feet from the Library site) in an area zoned and designated by the General Plan as Medium-Density Residential. The area consists of two- and three-story, one- to three-unit residential units up to 30 feet in height. Single-family residential uses are also located to the east of the Library site approximately 510 feet and across Valley Drive. The commercial uses to the west and across Highland Avenue are located approximately 60 feet and the commercial uses to the south across 13<sup>th</sup> Street are located approximately 120 feet from the Library site. The Post Office and Chamber of Commerce, a single-story building with surface parking, is situated at the northwest corner of 15<sup>th</sup> Street and Valley Drive, and is zoned and designated as Public and Semi-public. The Veterans Parkway is to the east of Valley Drive and zoned and designated as Open Space. This area has landscaping, a jogging trail, and a 47-space free public surface parking lot (Lot 8). Further east of the Parkway is Ardmore Avenue, then a single-family residential neighborhood consisting of one- to two-story residences up to 26 feet in height. To the south of the Library site is a commercial building and then the Metlox site south of 13<sup>th</sup> Street and east of Morningside Drive, as previously discussed. Directly to the south of the commercial building, south of 13<sup>th</sup> Street and west of Highland Avenue, are additional commercial, office, retail, restaurant and service uses, as well as residential uses. These sites are all zoned and designated Downtown Commercial, which allows residential uses with a Use Permit. Further west of the Highland Avenue commercial area is High-Density Residential uses with two- and three-story, one- to three-unit residential units. Figure 2-5 (Library and Surrounding Area Zoning) illustrates the project area zoning.

Since certification of the 2001 EIR, there have been no changes in the zoning or General Plan in these surrounding areas and no substantial changes or development has occurred in the area other than as noted. A number of homes have been remodeled or demolished and new homes built, with new construction consistent with the pre-existing and surrounding development. The commercial development has also not changed substantially; several buildings have been remodeled, consistent with the City's zoning code requirements, and no new buildings have been constructed since EIR certification, with the exception of a portion of the development analyzed in the certified EIR and the one commercial building directly south of the Library, as previously described.



SOURCE: City of Manhattan Beach (2012).

**Figure 2-5 Library and Surrounding Area Zoning**

## 2.7 REFINED PROJECT DESCRIPTION

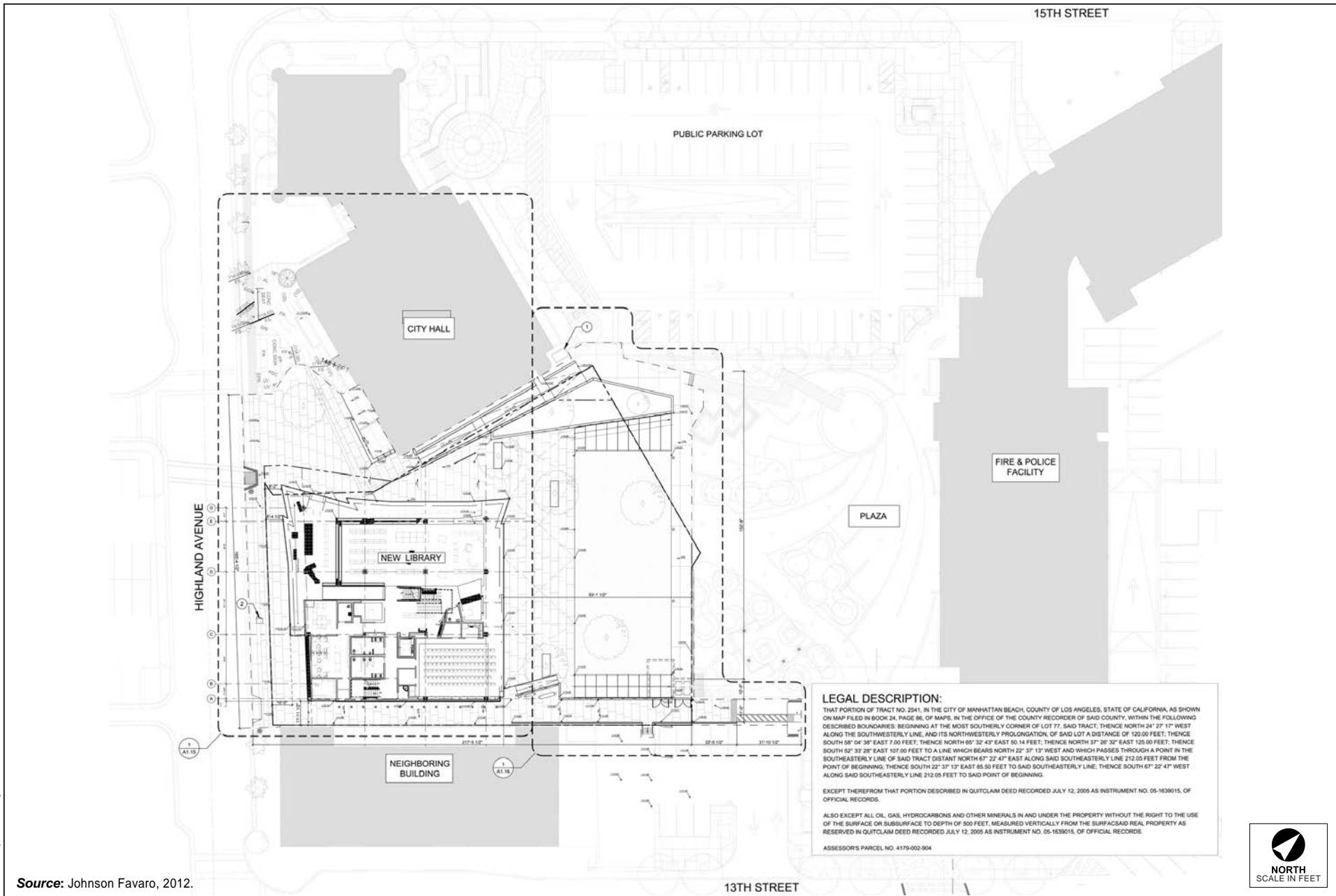
The purpose of the refined Library component of the approved project is to replace the existing library and construct a new, larger, state-of-the-art library facility, which would be operated by the County of Los Angeles Public Library. The Library site is owned by the County of Los Angeles. The refined Library would continue the same uses as both the existing Library and the previously approved Library component, with the exception that the Cultural Arts Center planned as part of the approved Library would no longer be constructed.

This Addendum considers proposed refinements to the Library component of the approved project. The refined Library would consist of demolition of the existing 12,100 sf, one-story Library structure and construction of a two-story, 21,500 sf facility and associated site improvements, including hardscape and landscape improvements. As noted, development of the Cultural Arts Center is no longer proposed as part of the refined Library. The footprint of the new Library would be smaller than that of the existing Library, sit closer to (although set back about 10 feet from the sidewalk) Highland Avenue, and free up half the site for open space. This open space would sit between the Library and the Civic Center Plaza. By virtue of its size and position within the heart of the Civic Center, it would offer benefits to the Civic Center and surrounding neighborhood as open space. Its adjacency with the east façade of the Library would provide opportunities for its use as open space in which to stage outdoor events related to Library programs and services and other community events. Open space design would consist of hardscape, grass, and trees. Please refer to Figure 2-6 (Proposed Refined Library Site Plan) for an illustration of the refined Library.

The refined Library includes site development in the form of new pavement and landscape in the areas of the Civic Center between the new Library, City Hall, and Highland Avenue. Compared to the previously approved Library component, the refined Library would be approximately 46 percent smaller, with a maximum roof height of 35 feet above ground. The refined Library would also be constructed with curtain-wall glazing. The building would include automatic rolling shades to minimize the solar glare inside the building as well as to minimize the reflected glare that might adversely affect surrounding uses. Rolling shade material would be partially transparent in order to allow for ocean views from the second floor on a clear, sunny day.

There are 36 trees located around the existing Library that would be affected. The Consulting Arborist's Report (see Appendix B) provides a detailed analysis of all of the existing trees on the site and indicates that the majority of the trees are in fair condition. One *Melaleuca* tree at the entrance to City Hall would be saved and transplanted on site. Twelve younger trees, such as the sycamores, palms, and Chinese elms, would be relocated elsewhere within the City. The largest tree on the site, the Coral tree, is not a good candidate for relocation and will be removed. It has dropped large branches in the past and it is at high risk for dropping branches or potentially collapsing entirely. This tree should not be in a location where it is possible for people to come in contact with it and there is no viable location on the site that meets this criterion. The remaining 22 trees are not good candidates for relocation due to their physical condition, health, structure, aesthetics, and survival factors and will also be removed. Only four of the trees to be permanently removed have trunk diameters greater than 10 inches. Seven 48-inch box sycamore trees would be planted in the open space area to provide a replacement tree canopy.

The refined Library would include adult reading areas, a teen area, and a juvenile/early childhood area with programming space, a homework center, group study/tutoring rooms, a 100-seat community meeting room, express-service checkout machines at the lobby,



Source: Johnson Favaro, 2012.

Figure 2-6  
Proposed Refined Library Site Plan

information services desks, public access computers, staff areas, and public restrooms. The community room would face east onto the open space and remain available for community use outside of Library hours. The existing 10-foot by 14.5-foot mosaic by local artist Lee Whitten, located at the main entrance, would be preserved intact and relocated in a suitable location elsewhere in the City or County. The children's Library would be on the ground floor directly off the main Library entrance, overlook and potentially opening out onto the open space area. Adult and young adult reading and service areas would be on the second floor. The entrance to the refined Library would be at the northwest corner of the building, visible from both the Civic Center Plaza and the Highland Avenue parking lot. A pedestrian walkway along the south side of the site approximately 10 to 12 feet in width would provide a setback between the new Library building and the commercial property to the south and provide access from the underground parking garage to the Library. This walkable "street" would provide controlled access for library deliveries that generally occur at night when the library is closed and for occasional service vehicles. A second Library access would be provided off this walkway.

Infrastructure improvements would be constructed on site, consisting of stormwater drainage improvements, installation of a new fire service connection, relocation of existing gas and water service lines, and installation of a new sewer lateral. Stormwater runoff along Highland Avenue in the area of the City Hall plaza would be directed to an infiltration pit through trench and area drains. The overflow stormwater runoff would be directed to the existing storm drain pipe in Highland Avenue near the southwest corner of the site. The stormwater runoff for the east portion of the refined Library would be directed to an on-site infiltration system with stormwater detention under the proposed grass area behind the refined Library. Overflow stormwater runoff from this area would be directed to the existing storm drain pipe in Highland Avenue as well. Off-site improvements would be limited to relocation of the pedestrian crosswalk across Highland Avenue from the north side of 14<sup>th</sup> Street to the south side, providing more direct pedestrian access to the Library. Temporary excavation of up to 5 feet of soil would be performed during grading activities and would be recompacted. Construction of the refined Library would require export of approximately 2,600 cubic yards of soil (approximately ten truckloads).

During construction of the new Library, temporary Library services would continue to be provided. It is anticipated that a bookmobile or other temporary Library service would be provided within the Civic Center. Customers would be able to order books and other materials online and pick them up at the temporary facility. It is also anticipated that children's' story time would continue to be provided during construction on a regular basis at the Police and Fire Facility Community Room. Additionally, there are a number of other County and other public libraries with which the County Library system participates in the State Library's universal borrowing program. Libraries in Hermosa Beach, Lawndale and El Segundo are all within 2 to 3.5 miles of the existing Manhattan Beach Library.

The refined Library would be designed, constructed, and operated to achieve the United States Green Building Council Leadership in Energy and Environmental Design (LEED) Gold-level certification. The building and site would incorporate sustainable design features to optimize energy and water use efficiently, enhance the sustainability of the site, improve indoor environmental quality, and maximize use and reuse of sustainable and local resources.

## **2.8 EIR PROJECT OBJECTIVES**

The certified EIR project objectives related to the Library include replacement of undersized, functionally deficient buildings and increase operational effectiveness of the Facilities, integrate the site creating a small town community oriented environment, incorporate open space and



landscaping to the extent feasible, promote integration with the remainder of the downtown, including pedestrian orientation, a public plaza and/or other public spaces, and integrate public parking and promote shared parking operations between the Metlox and Civic Center site.

The refined Library is consistent with all of the certified EIR project objectives for the Library component as it provides a new modern building meeting all current Building Code requirements. The refined Library design is sensitive to the surrounding site and integrated architecturally from a site planning and design standpoint. The design provides for an increase in useable public open space by creating an outdoor open space area that can be used for children's story time, outdoor reading, small concerts and community gatherings. The refined Library also provides more direct access from Highland and from underground parking for pedestrians by relocating the pedestrian crosswalk across Highland Avenue from the north side of 14<sup>th</sup> Street to the south side, providing a "walkstreet" on the south side of the building for more direct access to the site from the south, and providing a pedestrian ramp from the Civic Center surface parking lot.

## **2.9 PROJECT SCHEDULE**

The refined Library construction is estimated to span a total of 2 years from start to finish. The current schedule anticipates demolition to begin July 2013, construction to begin September 2013, and the new Library Grand Opening scheduled for March 2015.

## **2.10 APPROVALS REQUIRED**

- County of Los Angeles Board of Supervisors—approval of Addendum and refined Library
- City of Manhattan Beach City Council—Use and Coastal Development Permit Approvals
- California Department of Toxic Substances Control—approval of hazardous materials removal (Voluntary Cleanup Program), if required

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## SECTION 3.0 ENVIRONMENTAL DETERMINATION

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

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Printed Name

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*For:* County of Los Angeles

### 3.1 AESTHETICS

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to aesthetics from that analyzed in the certified EIR. Aesthetics impacts are evaluated with regard to previously published information regarding the visual character of the Library site, including light and glare, site reconnaissance, and a review of conceptual site plans.

The potential for the refined Library to result in new or substantially more adverse significant impacts to aesthetics compared to impacts analyzed in the certified EIR was evaluated in relation to four questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Have a substantial adverse effect on a scenic vista?**

The certified EIR identified less-than-significant impacts on a scenic vista. The certified EIR indicates that the project would have a significant impact to available views only if valued public views that are unique to the City or the local environment (such as ocean or architecturally desirable views) become largely or entirely obstructed by the proposed development at multiple locations. The certified EIR provided an analysis of the public views surrounding the project site and identified no impact to public views due to the proposed development. Further, the certified EIR indicated from a number of locations that the public views would actually be enhanced by the new Library proposed. No mitigation was required.

As illustrated in Figure 3.1-1a (Photographs Illustrating Site Conditions) and Figure 3.1-1b (Photographs Illustrating Site Conditions), valued public views are not available when looking across the project site from surrounding streets. (The locations where these photographs were taken are shown on Figure 3.1-1 [Location Map of Photographs Illustrating Site Conditions].) Views of the Civic Center Plaza, which include public art and fountains that could be considered a valued public view, are only available within the plaza area. However, distant minimal views of the ocean, considered a valued public view, are available looking across the project site from vantage point that afford views above and beyond existing development, such as upper-story residences across 15<sup>th</sup> Street, as shown in Figure 3.1-2 (Visual Simulation of Views from Mid-Rise Residential on 15<sup>th</sup> Street between Highland Avenue and Valley Drive).

The refined Library would be a maximum of 35 feet in height at the lowest point of the site slope. The height of the refined Library would be about 11 feet taller than the existing library. Although the refined Library would be taller than the approved library and the existing library, the height of the refined Library would be consistent with the building heights of surrounding development. The City's Zoning Code provides flexibility for determining building height, particularly for sites with grading and site alteration, as corner elevations do not accurately reflect the relationship of the building on the site. The refined Library would appear to be about 33 to 36 feet in height above the sidewalk elevation, but at the rear of the building, facing east, the Library would be less than 27 feet above the Civic Center Plaza elevation.

Limited views of the Pacific Ocean are currently held from the residents to the east of the project site on the north side of 15<sup>th</sup> Street; however, these views are distant and very limited. As shown in Figure 3.1-2, the height of the refined Library would obstruct a segment of the distant view of a small portion of the ocean currently available beyond the existing library, but would not eliminate all views of the ocean available from the vantage point shown. The segment of the distant view that would be obstructed by the refined Library is extremely small and does not represent a significant view. Views of the Palos Verdes Peninsula and other slices of the Pacific





Figure 3.1-1  
Location Map of Photographs Illustrating Site Conditions





1. View of Existing Library from 14th Street at Highland Avenue



3. View of Entry Path to Existing Library from Highland Avenue



2. View of Existing Library from the northwest corner of Highland Avenue and 13th Street



4. View of Main Entrance to Existing Library from Civic Center Plaza

Source: Atkins, 2012.

Figure 3.1-1a  
Photographs Illustrating Site Conditions





5. View of Existing Library, City Hall, and Civic Center Upper Parking Lot from Civic Center Plaza



7. View of Civic Center Upper Parking Lot, City Hall, and the Existing Library from the north side of 15th Street



6. View of New Commercial Building, Existing Library, and Civic Center South Parking Lot from 13th Street at Morningside Drive



8. View of the Civic Center Plaza and the City Public Safety Facility from Existing Library Entrance

Source: Atkins, 2012.

Figure 3.1-1b  
Photographs Illustrating Site Conditions





Before



After

Source: Atkins, 2012.

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Figure 3.1-2  
Visual Simulation of Views from Mid-Rise Residential on 15th Street between Highland Avenue and Valley Drive

ATKINS



Ocean would remain. While the refined Library would be a two-story structure versus the one-story structure analyzed in the certified EIR, the height difference, as can be seen in Figure 3.1-2, would not be substantial and would not result in significant obstruction of the public view of the ocean. As the refined Library would not substantially obstruct valued public views, impacts to scenic vistas would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to scenic vistas than as analyzed in the certified EIR. No mitigation is required.

**(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The certified EIR identified less-than-significant impacts on scenic resources and identified no required mitigation. The certified EIR determined that the construction of a new library would not result in damage to scenic resources within a state scenic highway. The Library component previously analyzed involved either an addition to the existing Library or replacement of the existing Library with a new combined 40,000 sf Library and Cultural Arts Center within an expanded Library footprint, and oriented the same as the existing structure. Consistent with the project analyzed in the certified EIR, the new 21,500 sf library as proposed would replace the existing library, although the refined Library would be located closer to Highland Avenue. The approved Library component would have required removal of numerous trees to accommodate the planned Library structure and Cultural Arts Center. Similarly, the refined Library would require removal of on-site trees. There are 36 trees located around the existing Library that would be affected by construction of the refined Library. Only 11 of the 36 trees are in good condition. The remaining 25 trees are in fair to poor condition. One Melaleucca tree at the entrance to City Hall would be saved and transplanted on site. Twelve younger trees, such as the sycamores, palms, and Chinese elms, would potentially be relocated elsewhere within the City. The largest tree on the site, the Coral tree, is not a good candidate for relocation and will be removed. It has dropped large branches in the past and it is at high risk for dropping branches or potentially collapsing entirely. This tree should not be in a location where it is possible for people to come in contact with it and there is no viable location on the site that meets the criterion. The remaining 22 trees are not good candidates for relocation due to their physical condition, health, structure, aesthetics, and survival factors, and will also be removed. Only four of the trees to be permanently removed have trunk diameters greater than 10 inches. Seven 48-inch-box sycamore trees would be planted in the open space area behind the refined Library and adjacent to the Civic Center Plaza. The inclusion of large-size trees in the landscape palette would ensure there would be no significant impact from tree removal. The existing 10-foot by 14.5-foot mosaic by local artist Lee Whitten, located at the main entrance, would be preserved intact and relocated to a suitable location in the City or elsewhere in the County. The replacement option of the approved Library component would have similarly required relocation of this mosaic intact. The impact of the refined Library would continue to be less than significant. As no new activities are proposed that would result in the damage of a scenic resource, the refined Library would not be expected to result in new or substantially more adverse significant impacts to aesthetics related to scenic resources than as analyzed in the certified EIR. No mitigation is required.

**(c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

The certified EIR determined that the proposed project would be compatible with Downtown Design Guidelines and that the structures proposed would be within the same size and scale of adjacent commercial properties. The certified EIR identified less-than-significant impacts with regard to degradation of the existing visual character or quality of the site, although mitigation

measures were included to ensure the project would be developed in accordance with the City's Downtown Design Guidelines.

Similar to the approved Library component, the refined Library would be consistent with the Downtown Design Guidelines of the City of Manhattan Beach, which are to preserve the small-town village character of the downtown; preserve and enhance the pedestrian orientation of the downtown; and protect and encourage streetscape improvements. The Library component described in the certified EIR was for the existing Library to be added onto or demolished and reconstructed within the existing building footprint, and oriented the same as the existing structure. The proposed Library is actually within a smaller building footprint than the existing Library and is oriented closer to Highland toward the street, enhancing pedestrian access and activity, consistent with the Downtown Design Guidelines. Additionally, the proposed refined Library incorporates replacement landscaping, which enhances and accentuates the architecture, and would include minimal and pedestrian-oriented signage, consistent with the City's Downtown Design Guidelines.

There is no single design theme or style in the Civic Center or Downtown. The architecture of the proposed refined Library incorporates modern, clean, simple lines, with an open glass exterior to draw light and people into the building as well as provide expansive views out of the building. Further, the refined Library design would tie the interior and exterior spaces together. As the Downtown architecture is an eclectic mix of designs, the proposed Library architecture would be compatible with neighboring development, consistent with the analysis in the certified EIR. Additionally, the scale of the new Library building would be consistent and compatible with the existing buildings in the Civic Center complex, as discussed in more detail below.

The certified EIR did not contain any specific discussion on proposed building heights for the Library beyond the discussion of public views and aesthetics as summarized above and a statement in the Land Use section that indicated the building height would not exceed 30 feet. During the Facilities Strategic Plan (FSP) discussions with the community, the City indicated that the new Library would not exceed the roof height of the northwest corner of City Hall; the City Manager's office wing of the building. All mechanical equipment would be incorporated within the new Library building, providing a streamlined, uncluttered rooftop area.

The surrounding residential areas to the north, west, and east of the Library site, respectively, are zoned RH, RM, and RS. The RH and RM zones have three-story, 30-foot height limits, and the RS zone has a two-story, 26-foot height limit. The CD zone to the west and south (west of Crest Drive) has a 26-foot height limit, and 30 feet east of Crest Drive, including the Metlox site, if a pitched roof or parking structure is provided. There is no height limit for public facilities. The proposed refined Library would be consistent with the building heights of surrounding development.

The construction phase of the refined Library may have a temporary adverse effect on the existing visual quality of the site and its surroundings due to clearing existing vegetation, minimal soil disturbance, and security barriers that may be required during construction activities. However, because the nature of these visual elements would be temporary, the impact on the visual character of the area would be less than significant. For a discussion of trees as they contribute to visual quality, please see subsection (b) above.

The impacts of the refined Library on visual character and quality would continue to be less than significant. Mitigation measures included in the certified EIR would apply to the refined Library, as described below, to ensure no adverse significant impacts on visual character and quality of the site. Based on this evaluation, the refined Library would not result in new or substantially

more adverse significant impacts to aesthetics related to degradation of the existing visual character of the Library site and its surroundings. No additional mitigation is required.

**(d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

The certified EIR identified less-than-significant impacts with respect to a new source of substantial light or glare. Mitigation was included in the certified EIR that provided for low-level ambient night level to minimize the effects of light and glare on adjacent properties. The certified EIR identified that the project would incorporate low-level thematic and security lighting and that the orientation of the commercial structures would shield neighboring land uses from potentially obtrusive light and glare impacts. As described above, the refined Library would replace the existing library in its present location; consistent with the project described in the certified EIR. No new activities or uses are proposed at the project site that would introduce substantial new sources of light. However, design of the refined Library would include an open glass exterior that could increase nighttime lighting in the area due to the visibility of interior building illumination and could also create a new source of glare from reflected sunlight during the day. Automatic rolling shades would be included to minimize the solar glare inside the building as well as minimize reflected glare that might adversely affect neighborhood uses. The rolling shades would be partially transparent in order to allow for appreciation of second-floor ocean views on a clear, sunny day. Interior lighting of the refined Library would be minimal for security and janitorial staff after the Library closes at 9 PM Monday through Wednesday, 6 PM Thursday and Friday, and 5 PM on Saturday; the Library is closed on Sunday. Therefore, there would be no adverse effect of lighting on sensitive receptors during typical sleeping hours. Potential impacts associated with light and glare would be reduced through the use of the rolling shades as a project feature and implementation of mitigation as identified in the certified EIR requiring that low-level ambient light be incorporated into the site plans of the refined Library to minimize the effects of light and glare on adjacent properties, including those properties with views of the Library site. The impacts of the refined Library with respect to light and glare would continue to be less than significant with incorporation of the mitigation identified in the certified EIR. Therefore, the refined Library would not result in new or substantially more adverse significant impacts related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area than as analyzed in the certified EIR. No additional mitigation is required.

**Mitigation Measures**

The following mitigation measures contained in the certified EIR would continue to apply to the refined Library:

- AES-1** Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities. Landscaping should be designed to enhance and accentuate the architecture of the development.
- AES-2** Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian-oriented signage is encouraged. Such signs

may be located on entry awnings, directly above business entrances, and “hanging signs” located adjacent to entrances.

- AES-3** Low-level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties.

With incorporation of mitigation measures contained in the certified EIR, impacts of the refined Library would continue to be less than significant with respect to aesthetics, the same as identified in the certified EIR.

## **3.2 AGRICULTURE/FOREST RESOURCES**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to agricultural resources from that analyzed in the certified EIR. CEQA defines agricultural land to mean “prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California.” These are herein collectively referred to as “Farmland.” Public Resources Code Section 12220(g) defines forest land as “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”

The potential for the refined Library to result in new or substantially more adverse significant impacts to agricultural and forest resources compared to impacts analyzed in the certified EIR was evaluated in relation to five questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

- (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to non-agricultural use?**

The certified EIR identified no impact to Farmland and the issue was scoped out from further analysis. The most recent mapping of the County and City of Manhattan Beach for Farmland under the FMMP was reviewed for the Library site.<sup>3</sup> Most of the County is not included in the FMMP, and there are no agricultural resources located in the refined Library area. Based on the review of the land use designations and applicable Important Farmland map for the Library site, there is no Farmland located in or immediately adjacent to the Library site and there would continue to be no impact from the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to agricultural resources related to the conversion of Farmland than as analyzed in the certified EIR.

- (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

The certified EIR identified no impact to Williamson Act contracts and the issue was scoped out from further analysis. Based on an analysis of the County and City of Manhattan Beach, there is no agricultural land use zoned within these jurisdictions. In addition, the County does not offer

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<sup>3</sup> Atkins, 2012.

Williamson Act contracts. There would continue to be no impact from implementation of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to agricultural resources related to a conflict with existing zoning for agricultural use or a Williamson Act contract than as analyzed in the certified EIR.

**(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

As this was not a threshold of significance at the time the certified EIR was prepared, there was no analysis of forest resources. According to the Department of Forestry and Fire Protection, the State of California contains approximately 5.4 million acres of land classified as timberland production zone, designated in thirty-two counties within the state. Neither the County of Los Angeles nor the City of Manhattan Beach contains land that is designated as a timberland production zone. The Library site is not zoned for forest land, timberland, or timberland production, nor is it adjacent to land zoned as such. The refined Library would result in no impact. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to forest resources related to a conflict with existing zoning for, or rezoning of, forest land than as analyzed in the certified EIR.

**(d) Result in the loss of forest land or conversion of forest land to nonforest use?**

As this was not a threshold of significance at the time the certified EIR was prepared, there was no analysis of forest resources. The Library site is not forest land and is located in an urbanized area. The refined Library would result in no impact. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to forest resources related to the loss of forest land or conversion of forest land to nonforest use than as analyzed in the certified EIR.

**(e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to nonforest use?**

The certified EIR identified no other changes in the existing environment that could result in the conversion of Farmland. As noted, there is no Farmland or forest land on the Library site. The refined Library would not enhance the suitability of any designated farmland for development. The refined Library would not cause the conversion of forest land to nonforest use because no forest land is located in the City of Manhattan Beach. The refined Library would continue to result in no impact with respect to conversion of Farmland or forest resources. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to agricultural and forest resources related to changes in the existing environment that could result in conversion of Farmland or forest land than as analyzed in the certified EIR.

### **3.3 AIR QUALITY**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to air quality from that analyzed in the certified EIR. Air quality at the Library site was evaluated with regard to the County General Plan, City of Manhattan Beach General Plan, the National Ambient Air Quality Standards (NAAQS), the California Ambient Air Quality Standards (CAAQS), the Clean Air Act (CAA), and the Air Quality and Climate Change Technical Memorandum for the Manhattan Beach County

Library Project Environmental Evaluation (Air Quality Technical Memorandum) prepared by Atkins in January 2012 (Appendix A to this Addendum).

Existing air quality in the South Coast Air Basin (Basin), in which the Library site is located, is monitored by a network of air monitoring stations operated by the California Environmental Protection Agency, the California Air Resources Board (ARB), and the South Coast Air Quality Management District (SCAQMD). The potential for the refined Library to result in new or substantially more adverse significant impacts to air quality compared to impacts analyzed in the certified EIR was evaluated in relation to five questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Conflict with or obstruct implementation of the applicable air quality plan?**

The certified EIR identified less-than-significant impacts with mitigation with regard to conflict with the applicable air quality plan. The certified EIR determined that the project was not growth-inducing and was consistent with the growth forecasts issued by the Southern California Association of Governments (SCAG), the metropolitan planning organization responsible for coordinating growth in southern California. The same growth assumptions are incorporated by the SCAQMD into its Air Quality Management Plan (AQMP), projects that are consistent with SCAG forecasts are also consistent with the AQMP.

The refined Library area is located within the SCAQMD portion of the Basin, which is in nonattainment for both federal and state ozone standards, carbon monoxide standards, and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>). The refined Library would be consistent with the City of Manhattan Beach land use designation and zoning for the site, and would not result in new or increased population growth. The refined Library would be considered to be consistent with the AQMP if it:

- Would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations or the delay in the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP; or
- Would not exceed the assumption in the AQMP in 2010 or increments based on the year of project build-out phase.

The certified EIR concluded that the project was not growth-inducing and would result in an insufficient number of jobs to question the employment forecasts as adopted by SCAG and, further, would not exceed the AQMP assumptions. The refined Library would construct less square footage than contemplated and analyzed in the certified EIR, and, as demonstrated in the following analysis, would result in fewer emissions of criteria pollutants compared to the approved Library. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to air quality in relation to consistency with the applicable air quality plan than as analyzed in the certified EIR. No additional mitigation is required.

**(b) Violate any air quality standard or contribute substantially to existing or projected air quality violations?**

Construction and operational air quality impacts were analyzed in the certified EIR for the Metlox development and the Civic Center component, including the Library. The certified EIR identified a short-term significant impact with regard to PM<sub>10</sub> emissions during the grading/excavation phase of the approved project. The certified EIR further identified less-than-

significant long-term impacts resulting from daily operational emissions with regard to violation of air quality standards or substantial contribution to existing or projected air quality violations because significance thresholds would not be exceeded. The certified EIR concluded that the daily construction and operational emissions for the entire project were not anticipated to exceed the SCAQMD significance thresholds and the approved project would not result in an increase in the frequency or severity of existing violations or cause a new violation or delay the attainment of air quality standards.

### Construction Emissions

The certified EIR estimated construction emissions for the entire Civic Center/Metlox Development, which included not only the Library but also a combined police and fire facility and the Metlox development. Further, construction emissions in the certified EIR were estimated based on spreadsheet calculations instead of URBEMIS, which was the emissions model available at the time of the report. Because the certified EIR did not call out the construction emissions that would be associated specifically with the Library's development and because CalEEMod is the currently recommended estimation model, emissions for the construction of the originally proposed 40,000 sf Library building were also modeled. Although emissions of the originally 40,000 sf Library building was included in the project studied in the certified EIR, the original library was remodeled in CalEEMod to provide a consistent emissions comparison between the approved and the refined Library.

Since publication of the certified EIR, a privately owned, two-story 14,273 sf commercial building (retail and office with underground parking, not part of the approved project) was constructed in 2009 south of and adjacent to the existing Library. This site previously contained a two-story, 4,694 sf restaurant. The Civic Center/Public Safety Facility was constructed consistent with the project analyzed in the certified EIR. The Metlox component was analyzed in the certified EIR as a mix of retail, personal service, office, and restaurant uses, with a forty-room hotel, for a total of 93,000 sf of area. The Metlox component of the project was completed in 2005 with the same mix of uses but only 63,850 sf of area, a 31 percent reduction in project square footage over what was analyzed in the certified EIR.

Default values for construction were used in the California Emissions Estimator Model (CalEEMod) to determine construction emissions for the proposed 21,500 sf refined Library. Emissions were based on an approximately 2-year construction schedule to begin in December 2012 with demolition activities and end in December 2014 with the grand opening. The refined Library is assumed to disturb the whole Library site daily (the site is less than 1 acre) during grading activities, to conservatively estimate worst-case emissions from on-site activities.

Table 3.3-1 (Construction Emissions [lbs/day]) shows the comparison between the Library component analyzed in the certified EIR, the refined Library, and the SCAQMD significance thresholds. As shown in the Air Quality Technical Memorandum prepared by Atkins in January 2012, the refined Library would result in fewer emissions than those anticipated from the approved Library proposed in the certified EIR. The refined Library would result in construction emissions that are below SCAQMD thresholds and, therefore, no mitigation is required. However, construction activities associated with the refined Library would comply with the mitigation measures included in the certified EIR. The impact of the refined Library with regard to construction emissions would be less than significant with mitigation, and less than the significant and unavoidable impact identified in the certified EIR. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with respect to an air quality violation during construction than as analyzed in the certified EIR. No additional mitigation measures are required.

<b>Table 3.3-1 Construction Emissions (lbs/day)</b>						
<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Approved Library <sup>a</sup>	23.26	32.27	23.48	0.04	2.82	2.30
Refined Library	13.65	31.70	22.67	0.04	2.77	2.28
SCAQMD Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

SOURCE: Atkins (2012).

a. The Approved Library (40,000 sf as proposed in the certified EIR) emissions were determined by using the CalEEMod model.

### Operational Emissions

Table 3.3-2 (Operational Emissions [lbs/day]) shows the results of the criteria pollutant analysis. As shown, the reduced size of the refined Library with respect to the approved Library in the certified EIR would result in a reduction of emissions from what was analyzed in the certified EIR. The CalEEMod operational output is included in Appendix A to this Addendum. The refined Library would continue to result in operational emissions below SCAQMD thresholds.

<b>Table 3.3-2 Operational Emissions (lbs/day)</b>						
<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Approved Library <sup>a</sup>	4.00	6.54	26.09	0.04	4.49	0.28
Refined Library	2.15	3.51	14.02	0.02	2.41	0.15
SCAQMD Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

SOURCE: Atkins (2012).

a. The Approved Library is the approved 40,000 sf Library.

Because the refined Library reduces operational emissions compared to the operational emissions of the approved Library analyzed in the certified EIR, and emissions are below the SCAQMD thresholds, the refined Library would not violate any air quality standard or contribute significantly to an existing air quality violation. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with respect to an air quality violation during operation than as analyzed in the certified EIR. No mitigation is required.

**(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

The certified EIR identified less-than-significant impacts with incorporation of mitigation regarding a cumulatively considerable net increase of criteria pollutants. At one intersection, Sepulveda Boulevard and Manhattan Beach Boulevard, the 8-hour concentration of CO was identified as violating the State standard. However, the project's contribution was determined to be negligible (less than 1 part per million), and was considered less than significant. The refined Library is located within the Basin, which is in nonattainment for both federal and state ozone



standards, carbon monoxide standards, and particulate matter. During the construction phase, emissions resulting from the operation of construction equipment may include ozone-precursor emissions and other criteria pollutants.

The project area is an urban setting that is fully developed. Emissions from construction activities are localized such that impacts are restricted to the local vicinity of the project. There are two known cumulative projects and one potential construction project anticipated within a quarter-mile of the project site (see Table 3.18-1 Cumulative Projects). However, because the Manhattan Beach Work Lofts project (Project #10 in Table 3.18-1) has been completed, it would not have any construction emissions. Also, as the construction project at the Vons on Manhattan Beach Boulevard consists of renovations to the deli section and reconstruction of the parking lot, emissions from this project are anticipated to be lower than emissions from the refined Library construction due to the intensity of that type of construction. Further, construction emissions for the refined Library would be temporary, would vary by construction phase, and as a worst case are well below SCAQMD thresholds. Even in combination with the Vons project, the doubling of project emissions (assuming worst-case Vons emission potential) would not exceed SCAQMD thresholds. In addition, the net operational emissions from the refined Library are well below the individual SCAQMD thresholds and would not be considered to have a cumulative impact. There would be fewer emissions of criteria pollutants from construction of the refined Library compared to the approved Library, and the impact would continue to be less than significant. The refined Library would not be expected to result in new or substantially more adverse significant impacts with respect to criteria pollutant emissions than analyzed in the certified EIR. Therefore, construction of the refined Library would be less than cumulatively considerable.

Because operational emissions from the refined Library would be less than established SCAQMD thresholds, and less than what was analyzed in the certified EIR, operation of the refined Library would not be expected to result in new or substantially more adverse significant impacts to air quality related to criteria pollutants than as analyzed in the certified EIR. No additional mitigation is required.

**(d) Expose sensitive receptors to substantial pollutant concentrations?**

The certified EIR identified less-than-significant impacts with incorporation of mitigation with respect to exposing sensitive receptors to substantial pollutant concentrations. Sensitive receptors in the vicinity of the refined Library remain the same as those identified in the certified EIR (only one new project other than the Metlox and Police and Fire Facility components of the approved project has been constructed since certification of the EIR, which is a commercial building not considered a sensitive receptor). Although sensitive receptors may be exposed to emissions, such as fugitive dust, combustion emissions, and diesel particulate matter (DPM), the refined Library would result in emissions that are less than anticipated in the certified EIR and do not exceed SCAQMD thresholds, as noted in (b) above and as discussed below.

**CO Hotspot Analysis**

The certified EIR provided a CO analysis based on anticipated build-out of the approved Library and concluded that emissions would range from 10.3 to 13.4 parts per million (ppm) for 1 hour and 7.2 to 9.4 ppm for 8 hours. While the 9.4 ppm exceeds the state standard of 9 ppm, the incremental contribution would only be 0.45 ppm, which is less than the 1 ppm threshold for incremental significance. Therefore, the certified project concluded that CO hotspot analysis was less than significant.

Vehicle traffic anticipated with respect to library use is determined based on the square footage of the library to be constructed. Because the refined Library would be smaller than the approved Library, the refined Library would result in less vehicle traffic than analyzed in the certified EIR. According to the traffic study for the refined Library, cumulative (project plus area traffic anticipated at build-out) traffic would be reduced from what was analyzed in the certified EIR. Because of the reduced traffic volumes both cumulatively and at a project level, the refined Library would result in fewer emissions than originally identified in the certified EIR and would, therefore, continue to result in a less-than-significant impact. No additional mitigation is required.

### LST Analysis

A Localized Significance threshold (LST) analysis is an analysis that determines the impacts of a project with respect to those sensitive receptors that are within the immediate vicinity of the project. An LST analysis was not conducted in the certified EIR, but is suggested as part of the current SCAQMD regulatory requirements for construction activities. Because the Library site is less than 5 acres, the SCAQMD LST look-up tables were used to evaluate the potential impacts to nearby sensitive receptors.

Table 3.3-3 (LST Analysis [lbs/day]) shows the results of the screening table analysis. Based on the level of construction activity on site, the refined Library is not anticipated to exceed any of the SCAQMD thresholds. Therefore the refined Library would continue to result in a less-than-significant impact with respect to LST analysis. No additional mitigation is required.

<b>Table 3.3-3 LST Analysis (lbs/day)</b>					
<b>Source</b>		<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Refined Library Construction Emissions		22.67	31.70	2.77	2.28
SCAQMD Screening Thresholds	25 meters	664	91	5	3
	50 meters	785	90	14	5
	100 meters	1,156	107	28	9
	200 meters	2,228	139	56	21
	500 meters	7,269	218	140	75
Significant?		No	No	No	No
SOURCE: Atkins (2012).					

### TAC Analysis

Toxic air contaminants (TACs) result from both construction and operational emissions. To date, the ARB has designated nearly 200 compounds as TACs.<sup>4</sup> Additionally, the ARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively small number of compounds, the most prevalent being DPM, a form of PM emitted mostly from diesel-powered equipment during construction activities, or from on-road diesel vehicles.

<sup>4</sup> California Air Resources Board. *Air Quality and Land Use Handbook—A Community Health Perspective*. April 2005

The ARB indicates that one of the highest public health priorities is the reduction of DPM generated by vehicles on California's roadways. Other land uses that are potential TAC generators within the air basin include such facilities as dry cleaners, gas stations, distribution centers, and ports, and are the focus of ARB's control efforts.

Estimation of the cancer risk from DPM assumes long-term exposure to the pollutant of concern. Typically cancer risk estimates exposure over a 70-year lifetime. Construction of individual development projects combined with the refined Library would be short-term in nature and minimal, as demonstrated in (b), above. Therefore, the health risk from air pollutants generated during construction is anticipated to be less than significant.

The refined Library is not a land use associated with the generation of TAC at levels that would result in an operational health risk potential, and, therefore, would not have the potential to impact nearby sensitive receptors. Conversely, the refined Library is not a sensitive receptor and would not be impacted by the operation of TAC sources within the vicinity of the project site. The impact of the refined Library would continue to be less than significant with mitigation. Therefore, the refined Library is anticipated to be less than significant with respect to the generation of or proximity to TAC emissions. No additional mitigation is required.

Impacts to air quality related to exposure of sensitive receptors to substantial pollutant concentrations would be expected to be further reduced with the incorporation of mitigation measures identified in the certified EIR and the impact would continue to be less than significant. Therefore, based on the evidence above, the refined Library would not be expected to result in new or substantially more adverse significant impacts to air quality related to exposing sensitive receptors to substantial pollutant concentrations than as analyzed in the certified EIR. No additional mitigation is required.

**(e) Create objectionable odors affecting a substantial number of people?**

The certified EIR did not analyze whether the approved project would create objectionable odors affecting a substantial number of people. Odors emanate from trace substances in the air that can be perceived by the sense of smell. This analysis focuses on objectionable odors. Although almost any land use has the potential to emit odors, some land uses are more likely to produce odors because of their operations. Land uses that are known to have the potential to emit odors include: agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The refined Library does not fall into one of the odor source categories and, therefore, operations are not anticipated to emit objectionable odors. Construction of the refined Library would result in exhaust emissions, but due to the high dispersion rate of exhaust and the limited equipment that would be available on site, exhaust emissions are not considered to be a potential source of objectionable odors. The impact of the refined Library would continue to be less than significant with respect to odors. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to air quality in relation to objectionable odors affecting a substantial number of people than as analyzed in the certified EIR. No mitigation is required.

**Mitigation Measures**

The following mitigation measures contained in the certified EIR would continue to apply to the refined Library:

- AQ-1** The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.

- AQ-2** Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.
- AQ-3** All haul trucks shall either be covered or maintained within 2 feet of free board.
- AQ-4** All haul trucks shall have a capacity of no less than 14 cubic yards.
- AQ-5** All unpaved parking or staging areas shall be watered at least four times daily.
- AQ-6** Site access points shall be swept/washed within 30 minutes of visible dirt deposition.
- AQ-7** On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.
- AQ-8** Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.
- AQ-9** Carpooling for construction workers shall be encouraged.

With incorporation of mitigation measures contained in the certified EIR, impacts of the refined Library would continue to be less than significant with respect to air quality, the same as identified in the certified EIR.

### **3.4 BIOLOGICAL RESOURCES**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to biological resources from that analyzed in the certified EIR. Biological resources at the Library site were evaluated with regard to the County General Plan, the City of Manhattan Beach General Plan, the Certified Arborist's report (included in this Addendum as Appendix B), a current database search of the California Natural Diversity Database (CNDDDB), and a review of published and unpublished literature germane to the refined Library.

The potential for the refined Library to result in new or substantially more adverse significant impacts to biological resources compared to impacts analyzed in the certified EIR was evaluated in relation to six questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

- (a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USWS)?**

The certified EIR identified no valuable or sensitive wildlife habitat on the site and determined there would be no impact on biological resources. Urban/developed land includes urbanized areas characterized by land that has been permanently altered due to developments such as buildings, roads, parks, landscaped areas, and golf courses. These areas may include vegetation associated with landscaping improvements, including native and nonnative ornamental tree- and shrub-vegetated slopes and right-of-way areas, as well as groundcover-vegetated parks. Vegetation may include nonnative ornamental species such as cypress (*Cupressus* sp.), pittosporum (*Pittosporum* sp.), ornamental pear (*Pyrus* sp.), locust (*Robinia*



sp.), elm (*Ulmus* sp.), and various palm species. The most common ornamental trees found in the City are Mexican fan palms (*Washingtonia robusta*), Ficus (*Ficus microcarpa*), and southern magnolia (*Magnolia grandiflora*). Urban/developed communities provide little habitat for native species, but do support some common species that have adapted to urban environments. For example, ornamental vegetation may provide suitable foraging and nesting opportunities for common passerines (song birds) and raptors (birds of prey such as hawks, falcons, and owls) with a high tolerance for human-related disturbances.

The Library site is highly disturbed by existing and past development. Trees and other vegetation on the project site are limited to nonnative, ornamental plantings and individual plants that have recruited to the site from adjacent landscaped areas. The on-site vegetation does not provide suitable habitat for sensitive, candidate, or special-status species<sup>5</sup>; thus, the existence of these species on site would not be expected. Therefore, no impact would continue to occur and the refined Library would not be expected to result in new or substantially more adverse significant impacts on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG and USFW than as analyzed in the certified EIR.

**(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?**

The certified EIR identified no impact on biological resources and the issue was scoped out from further analysis. The Library site lacks any drainage features or characteristics of wetlands resources. No wetlands have been mapped on or in the immediate vicinity according to the U.S. Fish and Wildlife Service's National Wetlands Inventory.<sup>6</sup> Therefore, no impact would continue to occur and the refined Library would not be expected to result in new or substantially more adverse significant impacts on riparian habitat or other sensitive natural community than as analyzed in the certified EIR.

**(c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

The certified EIR identified no riparian habitat on the site and no impact on biological resources. The Library site does not contain the physical characteristics to support any federally protected wetlands, nor does it contain any riparian features or habitat. Therefore, no impact would continue to occur and the refined Library would not be expected to result in new or substantially more adverse significant impacts on federally protected wetlands as defined by Section 404 of the Clean Water Act than as analyzed in the certified EIR.

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<sup>5</sup> California Natural Diversity Database, Results of Database Search for Selected Elements Reported for the Venice, Redondo Beach, Torrance, San Pedro, and Inglewood Quadrants, RareFind Version 3.1.0, Wildlife and Habitat Data Analysis Branch, Department of Fish and Game (Commercial Version dated July 2, 2011).

<sup>6</sup> U.S. Fish and Wildlife Service, National Wetlands Inventory, <http://www.fws.gov/wetlands/>. Accessed March 20, 2012.

**(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

The certified EIR identified no impact on biological resources because the Library site is not located in a wildlife corridor, nor does it act as a wildlife nursery site. The Library site and surrounding area is fully developed with urban land uses. As a result, the diversity and abundance of wildlife is very low, consisting primarily of common (nonsensitive) species that have adapted to the coastal urban environment in the Los Angeles basin. Common bird species known to the South Bay area include species such as northern mockingbird (*Mimus polyglottos*), Anna's hummingbird (*Calypte anna*), house sparrow (*Passer domesticus*), and house finch (*Carpodacus mexicanus*). Common raptors (i.e., birds of prey such as hawks, falcons, and owls) may also forage over urban areas in search of avian prey species at backyard feeders and parks, but will nest in native habitat areas outside of the City. Common reptile and amphibian species that may potentially be found within the project site and vicinity include western fence lizard (*Sceloporus occidentalis*) and side-blotch lizard (*Uta stansburiana*), due to their ability to adapt to human developments, especially where vegetation or other cover is available. Common mammals that may potentially use the project site and vicinity include the Virginia opossum (*Didelphis virginiana*), house mouse (*Mus musculus*), Norway rat (*Rattus norvegicus*), black rat (*Rattus rattus*), California ground squirrel (*Spermophilus beecheyi*), raccoon (*Procyon lotor*), and domestic cats and dogs.

The potential for overland wildlife movement (excluding common birds) through the Library site and immediate vicinity would be highly restricted due to the urbanized nature of the City. Trees on site could provide habitat for migratory birds that would be protected under the Migratory Bird Treaty Act (MBTA). Enforced in the U.S. by the United States Fish and Wildlife Service (USFWS), the MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 Code of Federal Regulations (CFR) Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) may be considered a "take" and is potentially punishable by fines and/or imprisonment. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts in relation to interfering with the movement of any native resident or migratory fish or wildlife species or with established native or migratory wildlife corridors, or impeding the use of native wildlife nursery sites than as analyzed in the certified EIR. No mitigation is required.

**(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

The certified EIR identified no impact on biological resources and the issue was scoped out from further analysis. The City of Manhattan Beach's Tree Ordinance (Manhattan Beach Municipal Code Section 7.32.050) governs the maintenance of trees in traffic medians, parks, and public facilities. All tree removal on City property must obtain a General Public Right-of-Way Permit. The County will obtain the required permit for removal of any trees located within the General Public Right-of-Way in front of the existing Library. There are 36 trees located around the existing Library that would be affected by construction of the refined Library.<sup>7</sup> One Melaleuca tree at the entrance to City Hall would be saved and transplanted on site. Twelve

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<sup>7</sup> Craig Crotty, Consulting Arborist's Report, March 2012 (Appendix B).

younger trees, such as the sycamores, palms, and Chinese elms, would be relocated elsewhere within the City if it is determined to be feasible. The largest tree on the site, the Coral tree, is not a good candidate for relocation and will be removed. It has dropped large branches in the past and it is at high risk for dropping branches or potentially collapsing entirely. This tree should not be in a location where it is possible for people to come in contact with it and there is no viable location on the site that meets the criterion. The remaining 25 trees are not good candidates for relocation due to their physical condition, health, structure, aesthetics, and survival factors, and will also be removed. Only four of the trees to be permanently removed have trunk diameters greater than 10 inches. To replace some of the removed trees, seven 48-inch-box sycamore trees would be planted in the open space area behind the refined Library and adjacent to the Civic Center Plaza. Therefore, a less-than-significant impact would occur and the refined Library would not be expected to result in new or substantially more adverse significant impacts related to a conflict with any local policies or ordinances protecting biological resources. No mitigation is required.

**(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

The certified EIR identified no impact on biological resources and the issue was scoped out from further analysis. The Library site does not occur within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The refined Library would continue to result in no impact and would not be expected to result in new or substantially more adverse significant impacts with respect to conflicts with an adopted habitat conservation plan than as analyzed in the certified EIR.

### **3.5 CULTURAL RESOURCES**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to cultural resources from that analyzed in the certified EIR. Cultural resources at the Library site were evaluated in the certified EIR with regard to information related to paleontological resources, archaeological resources, and historical resources. The analysis is also based on a records search of the Southern California Information Center's California Historic Resources Inventory System (CHRIS) performed on March 22, 2012, by Atkins staff (Appendix C). The refined Library would be located within the same area previously analyzed for the certified EIR.

The potential for the refined Library to result in new or substantially more adverse significant impacts to cultural resources compared to impacts analyzed in the certified EIR was evaluated in relation to four questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

The certified EIR identified no impact on paleontological resources or unique geologic feature and the issue was scoped out from further analysis. Impacts to cultural resources were determined not to be significant in the certified EIR, as there are no known paleontological resources or unique geologic features on the Library site. An updated records search revealed no paleontological resources in the project area. Consistent with the project described in the certified EIR, the existing Library would be demolished and replaced with the refined Library at

the same location, without any subterranean components requiring substantial excavation. According to the geotechnical investigation performed in October 2010 by Geotechnologies, Inc. (Appendix D to this Addendum), up to 5 vertical feet of site soil could need to be excavated and recompacted for the refined Library. Given the previous disturbance of the site from existing development, it is extremely unlikely that this shallow excavation would uncover previously unknown paleontological resources. The site is gently sloped and contains no unique geologic feature such as rock outcroppings or exposed stratified sediments; the site is completely developed with an urban use. The potential to impact paleontological resources would not increase with implementation of the refined Library as compared to the Library previously proposed and analyzed in the certified EIR. Therefore, a less-than-significant impact would occur and the refined Library would not be expected to result in new or substantially more adverse significant impacts to unique paleontological resources or site or unique geologic features than as analyzed in the certified EIR. No mitigation is required.

**(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

Potential impacts to cultural resources, including archaeological resources, were investigated in the certified EIR. The certified EIR identified no impacts with respect to archaeological resources and the issue was scoped out from further analysis. An updated records search revealed no archeological resources in the project area. Implementation of the refined Library would cause limited soil disturbance and, due to the previously disturbed nature of the site from past development, the likelihood of encountering archaeological resources is extremely low. According to the geotechnical investigation performed in October 2010 by Geotechnologies, Inc., up to 5 vertical feet of site soil could need to be excavated and recompacted for the refined Library. Given the previous disturbance of the site from existing development, it is extremely unlikely that this shallow excavation would uncover previously unknown archaeological resources. The potential to adversely impact archaeological resources would not increase with implementation of the refined Library compared to the Library previously proposed and analyzed in the certified EIR. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to the significance of an archaeological resource than as analyzed in the certified EIR. No mitigation is required.

**(c) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?**

The certified EIR identified no impacts on an historical resource and the issue was scoped out from further analysis. The existing Library, built in 1975, was not determined to be an historical resource, as it does not exhibit a unique architectural style and is not related to persons important to the City's history. It has not been determined eligible for listing on any local, state, or national historic resource register. The certified EIR did not locate any historically significant buildings, structures, objects, sites, or districts in the Library site or immediate vicinity. An updated records search revealed no historical resources in the project vicinity that could be affected by the refined Library. There is a mosaic in the existing Library that could in the future be potentially historic, since it was created by a local artist; such a determination would be made upon future application, if any, for historic status. The refined Library would preserve this mural intact and relocate it to an appropriate location in the City or elsewhere in the County. The impact of the refined Library would be less than significant with respect to historical resources. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to cultural resources related to a substantial adverse change in the



significance of an historical resource than as analyzed in the certified EIR. No mitigation is required.

**(d) Disturb any human remains, including those interred outside of formal cemeteries?**

The certified EIR identified no impacts related to disturbance of human remains and the issue was scoped out from further analysis. The certified EIR indicated no prehistoric archaeological sites or human remains located in the vicinity of the Library site. Implementation of the refined Library would cause limited soil disturbance. Since the site has been previously disturbed by development, the likelihood for encountering human remains is extremely low. In the unlikely event human remains were discovered during construction activities, the County would be required to comply with the provisions of Health and Safety Code Sections 7050 and 7052, which specify procedures that must be followed if human remains are found. Further, in accordance with Public Resources Code Section 5097.98, the Native American Heritage Commission would be notified in the event the Coroner determined that the remains are of Native American origin. The impact would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to the disturbance of human remains, including those interred outside formal cemeteries. No mitigation is required.

### **3.6 GEOLOGY/SOILS**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to geology and soils from that analyzed in the certified EIR. Geology and soils at the Library site were evaluated with regard to the County General Plan, the Manhattan Beach General Plan, California Division of Mines and Geology publications, most recent Alquist-Priolo Earthquake Fault Zoning Maps, published maps, and the geotechnical report prepared October 4, 2010, by Geotechnologies, Inc. (Geotechnical Report) (Appendix D).

The potential for the refined Library to result in new or substantially more adverse significant impacts to geology and soils compared to impacts analyzed in the certified EIR was evaluated in relation to seven questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

The certified EIR identified no Alquist-Priolo Earthquake Fault Zones within the City of Manhattan Beach and determined there would be no impacts with regard to rupture of a known earthquake fault and scoped this issue out from further analysis. The Geotechnical Report concluded that no known active or potentially active faults underlie the subject site, and it is not located within an Alquist-Priolo Fault Zone. Based on these considerations, the potential for surface ground rupture at the Library site is considered low. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to exposure of people or structures to potential substantial adverse effects involving rupture of a known earthquake fault than as analyzed in the certified EIR. No mitigation is required.

*ii) Strong seismic groundshaking?*

The certified EIR identified no impacts with regard to strong seismic groundshaking because of implementation of standard building code measures and safety practices in conformance with the Uniform Building Code. The refined Library would be subject to strong groundshaking in the event of a major regional earthquake. However, the refined Library would be constructed in accordance with applicable state requirements, including the California Building Code seismic safety requirements. Compliance with existing standards and requirements would ensure an adequate level of protection from seismic hazards. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to exposing people or structures to potential substantial adverse effects involving strong seismic groundshaking than as analyzed in the certified EIR. No mitigation is required.

*iii) Seismic-related ground failure, including liquefaction?*

The certified EIR identified no impacts with regard to seismic-related ground failure. The primary factors influencing liquefaction include depth to groundwater, soil grain size, and intensity of groundshaking. Liquefaction potential is greatest in saturated, loose, and poorly graded sand. According to the geotechnical report, native soils on site consist of silty sands and sands, which are slightly moist, medium dense, and fine grained. The native soils consist predominantly of sediments deposited by river and stream action typical to this area of Los Angeles County. During soils investigation, groundwater was not encountered to a depth of 50 feet below the existing site grade. The Seismic Hazards Maps of the State of California do not classify the site as part of a potentially liquefiable area, based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. A site-specific liquefaction analysis was performed, which indicated that the site soils would not be prone to liquefaction during the ground motion expected during a 7.1 moment magnitude or greater earthquake. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to risks of loss, injury, or death from liquefaction than as analyzed in the certified EIR. No mitigation is required.

*iv) Landslides?*

The certified EIR identified no landslide risk in the project area and concluded there would be no impacts with regard to landslides. The Geotechnical Report determined that the probability of seismically induced landslides occurring on the Library site is considered to be low due to the general lack of elevation difference and slope geometry across or adjacent to the site. There would continue to be no impact from risk of landslides as a result of implementation of the refined Library. The refined Library would not be expected to result in new or substantially more adverse significant impacts related to risks of loss, injury, or death from landslides than as analyzed in the certified EIR.

**(b) Substantial soil erosion or the loss of topsoil?**

The certified EIR identified no impacts with regard to soil erosion or loss of topsoil. There are no steep slopes in the project area that would be susceptible to erosion. Temporary excavations on the order of 5 feet in vertical height would be required for recommended soil removal and recompaction, but all soil stockpiles would be required to be covered as a condition of approval to reduce erosion. Less soil would be excavated for the refined Library than analyzed in the EIR, which identified there would be a moderate amount of soil disruption, displacement, and compaction primarily associated with the underground parking structure. Excavation for the

refined Library would require export of only 2,600 cubic yards of soil, approximately ten truck trips in total. The refined Library would be designed and constructed to comply with all applicable codes and regulations and would include stormwater best management practices (BMPs) relative to potential on- and off-site erosion controls. The impact of the refined Library would be less than significant and the refined Library would not be expected to result in new or substantially more adverse significant impacts related to soil erosion or the loss of topsoil than as analyzed in the certified EIR. No mitigation is required.

**(c) Location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

The certified EIR identified no impacts with regard to unstable soils. Geologic units and soils on the Library site are not susceptible to instability resulting from landslides or liquefaction, as noted, above. Some seismically induced settlement of the proposed refined Library could be expected as a result of strong groundshaking; however, as noted in the Geotechnical Report, due to the uniform nature of the underlying earth materials, excessive differential settlements are not expected to occur. Calculations indicate that seismically induced dry sand settlement for the site would be on the order of 0.03 inch, which is considered to be negligible and well within the tolerance of a code-compliant structure. Lateral spreading is related to liquefaction, in that it occurs within liquefied sediment. According to the Geotechnical Report, since site soils would not be prone to liquefaction, the probability of lateral spreading is considered to be remote. As the site soils are not prone to excessive settlement, collapse would not be anticipated. The impact of the refined Library would be less than significant and the refined Library would not be expected to result in new or substantially more adverse significant impacts related to unstable soils than as analyzed in the certified EIR. No mitigation is required.

**(d) Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

The certified EIR identified no impacts with regard to expansive soils. As noted in the Geotechnical Report, the on-site earth materials are in the very low expansion range, with an Expansion Index of only 3. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to location on expansive soils than as analyzed in the certified EIR. No mitigation is required.

**(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

The certified EIR identified no impacts with regard to septic tanks or alternative wastewater disposal systems, as the Library site is served by existing City of Manhattan Beach sewers and septic tanks would not be used on site. There would continue to be no impact as a result of the refined Library. There would continue to be no impact with regard to alternative wastewater disposal systems as a result of implementation of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to the use of septic tanks or alternative wastewater systems than as analyzed in the certified EIR.

### 3.7 GREENHOUSE GAS EMISSIONS

The certified EIR did not contain a greenhouse gas (GHG) emissions analysis, as it was not industry practice in 2001 to routinely perform such an analysis. Since that time, however, analysis of GHG is required, and new checklist questions were approved for inclusion in the CEQA Guidelines as of March 18, 2010. Therefore, GHG emissions are now considered in the environmental analysis for the refined Library. This analysis is undertaken to determine if the refined Library would result in adverse impacts in relation to GHG emissions when compared to the approved Library. An Air Quality and Climate Change Technical Memorandum for the Manhattan Beach County Library Project Environmental Evaluation (Air Quality Technical Memorandum) was prepared by Atkins in January 2012 and is included as Appendix A to this Addendum to provide technical support for the following analysis.

The Public Resources Code and the CEQA Guidelines have no established numeric or qualitative thresholds of significance for greenhouse gas emissions. The CEQA Guideline Amendments, adopted in December 2010, state that each local lead agency must determine its own significance criteria based on local conditions, data, and guidance from public agencies and other sources. The California Air Pollution Control Officers Association (CAPCOA) conducted an analysis of various approaches and significance thresholds, ranging from a zero threshold (all projects are cumulatively considerable) to a high of 40,000 to 50,000 metric tons of CO<sub>2</sub>. For example, an approach assuming a zero threshold and compliance with AB 32 2020 targets would require all discretionary projects to achieve a 33 percent reduction from projected BAU emissions to be considered less than significant. A zero threshold approach could be considered on the basis that climate change is a global phenomenon, and not controlling small source emissions would potentially neglect a major portion of the GHG inventory. However, the CEQA Guidelines also recognize that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact (CEQA Guidelines, Section 15130 (a)). Therefore, a threshold of greater than zero is considered more appropriate for the analysis of GHG emissions under CEQA.

Another method would use a quantitative threshold of greater than 900 metric tons CO<sub>2</sub>e per year based on a market capture approach that requires mitigation for greater than 90 percent of likely future discretionary development. This threshold would generally correspond to office projects of approximately 35,000 sf, retail projects of approximately 11,000 sf, or supermarket space of approximately 6,300 sf. Another potential threshold would be the 10,000 metric tons standard used by the Market Advisory Committee for inclusion in a GHG Cap and Trade System in California. A 10,000 metric ton significance threshold would correspond to the GHG emissions of approximately 550 residential units, 400,000 sf of office space, 120,000 sf of retail, and 70,000 sf of supermarket space. This threshold would capture roughly half of new residential or commercial development. The basic concepts for the various approaches suggested by CAPCOA are used herein to determine whether or not the proposed project's GHG emissions are "cumulatively considerable."

CAPCOA's suggested quantitative thresholds are generally more applicable to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites, where there would be an increase in vehicle miles traveled (VMT) and associated GHG emissions than to infill development, which would generally reduce regional VMT and associated emissions. As the City of Manhattan Beach is generally built out, most commercial development within the City is infill or redevelopment and would be expected to generally reduce VMT and reliance on the drive-alone automobile use as compared to further suburban growth at the periphery of the region. A reduction in vehicle use and VMT can result in a reduction in fuel consumption and in air pollutant emissions, including GHG emissions. Recent research indicates that infill

development reduces VMT and associated air pollutant emissions, as compared to greenfield sites. For example, a 1999 simulation study conducted for the USEPA, comparing infill development to greenfield development, found that infill development results in substantially fewer VMT per capita (39 percent compared to 52 percent) and generates fewer emissions of most air pollutants and GHGs.

For this reason, the most conservative (i.e., lowest) thresholds, suggested by CAPCOA, would not be appropriate for the refined Library given that it is located in a community that is highly urbanized. Similarly, the 900-ton threshold was also determined to be too conservative for general development in the South Coast Air Basin. However, the SCAQMD has proposed a screening-level threshold of 1,400 metric tons of carbon dioxide equivalents (MT CO<sub>2</sub>e) by which to judge the impacts of a proposed project in an urban area. Because the impact each GHG has on climate change varies, a common metric of carbon dioxide equivalents (CO<sub>2</sub>e) is used to report a combined impact from all of the GHGs. The effect each GHG has on climate change is measured as a combination of the volume of its emissions and its global warming potential, and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions in this analysis are measured in terms of MT CO<sub>2</sub>e.

For the purposes of this analysis, the screening-level threshold of 1,400 MT CO<sub>2</sub>e per year was used to evaluate the potential impacts of construction and operation of the refined Library, because institutional uses such as libraries are more closely associated with commercial emission sources than residential sources. The potential for the refined Library to result in new or substantially more adverse significant impacts to GHG emissions was evaluated in relation to two questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Implementation of the refined Library would generate greenhouse gases through the construction and operation of the refined Library. GHG emissions from the refined Library would specifically arise from project construction and from sources associated with operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. Emissions from these sources were estimated using the CalEEMod model based on default emission factors and land use consumption and generation rates. Following the SCAQMD recommendations, construction emissions were amortized over an anticipated 30-year structure lifetime and added to the operational emissions to provide a complete average annual emissions estimate.

Emissions of greenhouse gases are presented in terms of metric tons of CO<sub>2</sub> equivalents (MT CO<sub>2</sub>e). CO<sub>2</sub>e is the combination of all greenhouse gas impacts when normalized by comparing the effects of the impacts of each individual gas to that of a reference gas (CO<sub>2</sub>). This metric allows for the representation of greenhouse gas impacts as a single number. Table 3.7-1 (Construction-Related GHG Emissions [MT CO<sub>2</sub>e/year]) shows the estimated GHG emissions with respect to the refined Library and the approved Library. It should be noted that the mitigation measures identified in the certified EIR serve to reduce fugitive dust pollutants and would not reduce GHG emissions. As such, the GHG emissions identified in Table 3.7-1 reflect the estimated emissions without the incorporation of mitigation identified in the certified EIR. The CalEEMod output is included in Attachment B (GHG-Related CalEEMod Output) of Appendix A.



<b>Table 3.7-1 Construction-Related GHG Emissions (MT CO<sub>2</sub>e/year)</b>		
<b>Source</b>	<b>Approved Library<sup>a</sup></b>	<b>Refined Library</b>
Total Construction Emissions	514.55	488.67
Amortized Construction <sup>b</sup>	17.15	16.29

SOURCE: Atkins (2012).

- a. The Approved Library is the approved 40,000 sf Library.
- b. SCAQMD recommends that construction emissions be included with operational emissions to give a more complete picture of GHG emissions associated with the project. The SCAQMD recommends that these emissions be amortized over a projected building lifespan of 30 years, so that the annual emissions are not overestimated by adding all construction emissions to the initial year. Therefore, construction emissions reported here are the annual emissions from CalEEMod amortized over 30 years.

Because the existing Library would continue to operate until construction of the new building is complete, the 2 years' worth of operational emissions that would occur during construction activities were conservatively added to the emissions calculated for the refined Library, similar to construction emissions. While the refined Library is being constructed, the Library would remain functional either through a bookmobile type program or from a temporary building in the Civic Center. Although the exact emissions from this temporary activity cannot be determined, the emissions were estimated by amortizing 2 years of operational emissions from the existing Library over the anticipated 30-year life of the refined Library. Further, because the existing Library was constructed before 2005, default emission factors for the existing Library use were used.

After the new Library is complete, the temporary Library would be discontinued. By constructing the new Library, the refined Library would replace these emissions. Therefore, in order to determine net project emissions, the emissions from the existing Library were subtracted from emissions from the refined Library plus the amortized construction and temporary Library emissions.

Table 3.7-2 (Total GHG Emissions [MT CO<sub>2</sub>e/year]) shows the results of the CalEEMod modeling for GHG emissions for both the refined Library and the approved Library. Based on these calculations, the refined Library would result in emissions of less than 1,400 MT CO<sub>2</sub>e/year and, therefore, would be below the SCAQMD's screening-level threshold. Even if the existing emissions were not subtracted from the refined Library, the emissions would not exceed the SCAQMD screening levels. In addition, and as shown in Table 3.7-2, the refined Library is smaller than the approved Library component as well as the Metlox development (as approved and as built), and would result in fewer GHG emissions than either approved component individually or cumulatively. Construction of the refined Library would similarly result in fewer GHG emissions than the approved Library component, since it is substantially smaller than as previously considered. GHG emissions from the refined Library would be well below screening thresholds. The impact of the refined Library would be less than significant. No mitigation is required.

<b>Table 3.7-2 Total GHG Emissions (MT CO<sub>2</sub>e/year)</b>			
<b>Source</b>	<b>Existing Library<sup>a</sup></b>	<b>Approved Library</b>	<b>Refined Library</b>
Area	0.00	0.00	0.00
Energy	48.89	154.65	83.13
Mobile	172.54	539.21	289.82
Waste	5.11	16.76	9.01
Water	3.73	12.25	6.58
<i>Subtotal</i>	<i>230.27</i>	<i>722.87</i>	<i>388.54</i>
Amortized Construction <sup>b</sup>	—	17.15	16.29
Amortized Operational	—	—	15.35
<i>Subtotal</i>	<i>—</i>	<i>—</i>	<i>420.18</i>
Existing Library	—	—	(230.27)
<b>Net Total</b>	<b>—</b>	<b>740.02</b>	<b>189.91</b>
SCAQMD Threshold	1,400	1,400	1,400
Significant?	No	No	No

SOURCE: Atkins (2012).

a. Existing represents the Library as it is today.

b. SCAQMD recommends that construction emissions be included with operational emissions to give a more complete picture of GHG emissions associated with a project. The SCAQMD recommends that these emissions be amortized over a projected building lifespan of 30 years, so that the annual emissions are not overestimated by adding all construction emissions to the initial year. Therefore, construction emissions reported here are the annual emissions from CalEEMod amortized over 30 years.

### **(b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

The County Board of Supervisors adopted a countywide energy and environmental policy (Policy No. 3.045) to provide guidelines for development, implementation, and enhancement of energy-conservation and environmental programs within the County. AB 32 established the goal of reducing GHG emissions in California to 1990 levels by 2020. As discussed previously, the proposed SCAQMD screening-level thresholds are designed such that a 90 percent capture rate is achieved. This 90 percent capture rate means that 90 percent of all development projects would need to incorporate some form of emission reductions in order to reduce emissions. These rates are established to be compliant with the AB 32 threshold of reducing GHG emissions to 1990 levels by 2020.

As noted, the refined Library's GHG emissions would be below all screening-level thresholds, and thus would not conflict with AB 32 and Policy No. 3.045. Because the refined Library is compliant with the SCAQMD screening tables and would comply with all regulatory requirements related to GHG emissions, the refined Library would not conflict with plans, policies or regulations adopted to reduce emissions of greenhouse gases. The impact would be less than significant. No mitigation is required.

## **3.8 HAZARDS/HAZARDOUS MATERIALS/RISK OF UPSET**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to hazards and hazardous materials

from that analyzed in the certified EIR. Hazards and hazardous materials at the Library site were evaluated based on the County General Plan Safety Element and the Hazardous Building Materials Survey (Building Survey) of the existing Library building performed by Ninyo & Moore dated September 14, 2010 (Appendix E).

The potential for the refined Library to result in new or substantially more adverse significant impacts related to hazards and hazardous materials compared to impacts analyzed in the certified EIR was evaluated in relation to eight questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

The certified EIR identified a risk of exposure to asbestos-containing materials, lead-based paint, or polychlorinated biphenyls during demolition of the Civic Center buildings, but concluded that the impact would be less than significant with compliance with applicable regulations and implementation of mitigation measures. The refined Library would require a relatively small amount of grading and soil disturbance. Temporary excavation of site soils up to 5 vertical feet could occur for recompaction purposes, which would require export of approximately 2,600 cubic yards of soils from the site. There is no evidence of soils or groundwater contamination on the Library site and no historic use of acutely hazardous materials, although mitigation was included in the certified EIR to mitigate and properly remediate any risk of previously undiscovered soil contamination. Chemicals used on the Library site would include routine household and landscape maintenance materials, which are not considered acutely toxic.

The Building Survey found that there are some asbestos-containing materials in the existing library, which were noted to be in good condition. Some wall tiles in the restrooms were found to contain concentrations of lead greater than 0.7 mg/cm<sup>2</sup>. Miscellaneous possible hazardous materials observed in the building include fluorescent light bulbs (which contain mercury gases), the potential presence of lead-acid batteries or the radioactive isotope tritium in exit signs, and possible chlorofluorocarbon gases in the HVAC systems on the roof. Regulations pertaining to their handling, disposal, and transport would be followed to ensure that impacts would be less than significant. These would include licensed asbestos abatement removal, careful removal of materials containing lead-based paints to preserve their intact condition, and testing of the lead-based paint materials prior to demolition. All hazardous building materials would be removed and properly recycled or disposed of by a licensed contractor.

During operation, routine household chemicals and landscape maintenance materials would continue to be used on site, but in small quantities that would not represent a health risk to on-site visitors or employees. Mitigation outlined in the certified EIR and described below would continue to reduce any impact to less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to the routine transport, use, or disposal of hazardous materials than as analyzed in the certified EIR. No additional mitigation is required.

**(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

The certified EIR identified less-than-significant impacts with regard to risk of upset or accident conditions, since the approved project would not routinely utilize hazardous materials and there

is no history of unremediated contamination on the approved project site. Mitigation was included in the event previously unknown soil contamination is discovered during excavation. There is a potential for impacts to occur resulting from the use of hazardous materials such as fuels and lubricants during the construction period of the refined Library. However, such risk is extremely small and would not rise to the level of significance. All identified hazardous materials would be handled in accordance with existing regulations, as noted in subsection (a), above. Mitigation measures contained in the certified EIR and described below would ensure that the potential impacts of potentially hazardous releases during demolition activities would continue to be mitigated to less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to upset and accident conditions involving the release of hazardous materials into the environment than as analyzed in the certified EIR. No additional mitigation is required.

**(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?**

The certified EIR identified no impacts with regard to hazardous emissions or materials within 0.25 mile of an existing or proposed school. The nearest school is the Center School to the east, but it is at a distance greater than 0.25 mile from the Library site. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to hazardous emissions or handling of hazardous materials within 0.25 mile of an existing or proposed school than as analyzed in the certified EIR. No mitigation is required.

**(d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

The certified EIR identified no impacts with regard to hazardous materials sites. There is no history of contaminated soils on the Library site. The site is not otherwise listed on any hazardous materials site lists compiled pursuant to Government Code Section 65962.5. There would be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to location on hazardous materials sites than as analyzed in the certified EIR.

**(e) If located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?**

The certified EIR identified no impacts with regard to hazardous materials sites. The Library site is not located within an airport land use plan or within 2 miles of a public airport. There would be no safety hazard from airport operations. The refined Library would continue to result in no impact with regard to airport hazards. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to safety risks from aircraft operations than as analyzed in the certified EIR.

**(f) If within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?**

The certified EIR identified no impacts with regard to aircraft hazards from a private airstrip, as there is none in the vicinity of the Library site. The combined Police/Fire Facility located adjacent to the Library site does not contain a helipad. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in

new or substantially more adverse significant impacts related to safety risks from private airstrip operations than as analyzed in the certified EIR.

**(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The certified EIR identified no impacts with regard to interference with an adopted emergency response plan or emergency evacuation plan. The Library site is not designated as an emergency evacuation staging area and would not contain elements that would be anticipated to interfere with local emergency response or evacuation routes. The refined Library would not physically impede existing emergency response plans, emergency vehicle access, or personnel access to the Library site. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to hazards and hazardous materials related to an adopted emergency response plan or emergency evacuation plan than as analyzed in the certified EIR. No mitigation is required.

**(h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

The certified EIR identified no impacts with regard to risk from wildland fires. The Library site is not located in a Fire Hazard Severity Zone Map as maintained by the California Department of Forestry and Fire Protection. The Library site is located in a dense urban area and is not adjacent to any wildland areas. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with respect to a risk of loss, injury, or death involving wildland fires than as analyzed in the certified EIR.

Mitigation Measures

The following mitigation measures contained in the certified EIR would continue to apply to the refined Library:

- HAZ-1** Comprehensive surveys for asbestos-containing materials (ACMs), lead-based paint, and Polychlorinated Biphenyls (PCBs) shall be conducted by a registered environmental assessor for each existing on-site structure to be demolished or renovated under the proposed project. ACMs, lead-based paint, or PCBs found in any structures shall be stabilized and/or removed and disposed of in accordance with applicable laws and regulations, including, but not limited to, SCAQMD Rule 1403 and Cal OSHA requirements.
- HAZ-2** If, during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight.

With incorporation of mitigation measures contained in the certified EIR, impacts of the refined Library would continue to be less than significant with respect to hazards and risk of upset, the same as identified in the certified EIR.



### 3.9 HYDROLOGY/WATER QUALITY

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to hydrology and water quality from that analyzed in the certified EIR. Hydrology and water quality at the Library site were evaluated in relation to the County General Plan, Manhattan Beach General Plan, the Regional Water Quality Control Board (RWQCB) Basin Plan, the Geotechnical Report by Geotechnologies, Inc. dated October 4, 2010, and design development drawings prepared by Johnson Favaro.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to hydrology and water quality compared to impacts analyzed in the certified EIR was evaluated in relation to ten questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Violate any water quality standards or waste discharge requirements?**

The certified EIR identified less-than-significant impacts with mitigation with regard to violation of water quality standards or waste discharge requirements with implementation of effective BMPs to minimize water pollution to the maximum extent practicable and mitigation measures. In addition, as required by the required Standard Urban Stormwater Management Plan (SUSMP), the final drainage plans would be required to provide structure or treatment control BMPs to infiltrate or treat stormwater runoff. The approved Library component occupied a substantially larger footprint than the refined Library. The refined Library would include a large open space area. Similar to the approved Library, the incorporation of standard BMPs and mitigation measures as identified in the certified EIR and required by various state and local regulations with regard to water quality would ensure that potential impacts to water quality standards or waste discharge requirements remain below the level of significance. In addition, the refined Library would implement specific Low-Impact Development (LID) BMPs, including a stormwater infiltration system with detention basin and catch basin filtration on the Library site. The impact of the refined Library would continue to be less than significant with incorporation of the mitigation measures identified in the certified EIR and described below. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to water quality standards or waste discharge requirements than as analyzed in the certified EIR. No additional mitigation is required.

**(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

The certified EIR identified less-than-significant impacts with regard to groundwater recharge or depletion of groundwater supplies, as the project site is not located within a groundwater recharge area. The City's water system currently consists of four pump stations, two storage reservoirs, one elevated storage tank, two water supply wells and approximately 112 miles of water distribution pipelines. There are currently three available water supply sources: (1) Metropolitan Water District-treated surface water provided by the West Basin Municipal Water District, (2) groundwater provided by a City-owned and operated well, and (3) reclaimed water supplied for landscaping irrigation from West Basin MWD. The City obtains approximately 80 percent of its water supply from MWD surface water, 17 percent from groundwater, and 3 percent from recycled water. These three water sources have been, and continue to be,

adequate to meet the total water demands of the City. Recycled water costs approximately 25 percent less than fully potable water. City parks and school athletic fields are currently using recycled water. Operation of the refined Library would not demand large amounts of water. Water-conserving elements such as low-flow or dual-flow toilets and low-flow faucets would be installed in the structure. Drought-tolerant plants would be included in the landscape palette, along with a state-of-the-art watering system to conserve water. The impact of the refined Library with regard to groundwater supplies or recharge would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to groundwater supplies or groundwater recharge than as analyzed in the certified EIR. No mitigation is required.

**(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?**

The certified EIR identified less-than-significant impacts with mitigation with regard to substantial alteration of the existing drainage pattern that would result in erosion or siltation. The refined Library would occupy the same site as previously analyzed, although the Library building would be located slightly closer to Highland Avenue and occupy a smaller footprint. The overall grade of the site would not be substantially altered. Stormwater runoff would be collected through a series of on-site area and trench drains and piped to underground infiltration basins under the grass portion of the open space area behind the refined Library (see Figure 2-6 [Proposed Refined Library Site Plan]) and new walkway in front of City Hall. In addition, the refined Library component would implement specific LID BMPs, including a stormwater infiltration system with detention basin and catch basin filtration on the Library site. There would be no substantial increase of first-flush stormwater transported off site. The impact of the refined Library would continue to be less than significant with mitigation. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to an alteration of drainage of the site in a manner that would result in substantial erosion or siltation on or off site than as analyzed in the certified EIR. No additional mitigation is required.

**(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?**

The certified EIR identified less-than-significant impacts with mitigation regard to substantial alteration of the existing drainage pattern that would result in flooding. As noted in subsection (c), above, the overall grade of the site would not be altered. Stormwater runoff would be collected through a series of on-site area and trench drains and piped to underground infiltration basins under the grass portion of the open space area behind the refined Library (see Figure 2-5 [Proposed Site Plan]) and new walkway in front of City Hall. In addition, the refined Library would implement specific Low-Impact Development (LID) BMPs, including a stormwater infiltration system with detention basin and catch basin filtration on the Library site. There would be no substantial increase of first-flush stormwater transported off site compared to the Library component previously analyzed. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to an alteration of drainage patterns that would result in flooding on or off site than as analyzed in the certified EIR. No mitigation is required.

**(e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

The certified EIR identified less-than-significant impacts on stormwater drainage capacity and also identified a beneficial impact with regard to reduction in the amount of surface parking area that could result in polluted runoff. As noted in the certified EIR, stormwater generally flows south-southwest across the site to the storm drain in Highland Avenue, connects to the storm drain system in Manhattan Beach Boulevard, and flows downhill to the ocean. No natural drainage courses are located on the project site. As noted in subsection (c), above, the refined Library contains features for retention and filtration of stormwater runoff on site, which would minimize polluted first-flush runoff traveling across area streets into the storm drain system. Implementation of mitigation measures from the certified EIR would further reduce this impact. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to the creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff than as analyzed in the certified EIR. No additional mitigation is required.

**(f) Otherwise substantially degrade water quality?**

The certified EIR identified less-than-significant impacts with mitigation with regard to degradation of water quality with implementation of mitigation measures and BMPs. The refined Library would be consistent with the requirements of the certified EIR and would include implementation of LID BMPs during construction and operation as well as the continued implementation of the mitigation measures outlined in the certified EIR and described below. These provisions would ensure that no substantial amount of polluted runoff would be generated during construction or operation of the refined Library. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to substantial degradation of water quality than as analyzed in the certified EIR. No additional mitigation is required.

**(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

The certified EIR identified no impact with regard to housing in a flood hazard area, as the project site is not located within a designated flood zone area. The refined Library does not contain residential uses and there would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to housing in a flood hazard zone than as analyzed in the certified EIR.

**(h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

The certified EIR identified no impact with regard to structures in a flood hazard area. The refined Library does not include the placement of structures within a 100-year flood hazard area as confirmed by review of accessible Federal Emergency Management Agency maps. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with respect to a 100-year flood hazard area than as analyzed in the certified EIR.

**(i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

The certified EIR identified no impact with regard to risks involving flooding. As noted, the Library site is not located in a 100-year flood zone and is not subject to extreme flooding from storm events. The nearest dams to the Library site are the Ivanhoe/Silver Lake Reservoir Dams and the Mulholland Dam, both of which are over 16 miles distant. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to flooding or failure of a levee or dam than as analyzed in the certified EIR.

**(j) Inundation by seiche, tsunami, or mudflow?**

The certified EIR identified no impact with regard to inundation by seiche, tsunami, or mudflow. The topography of the Library site is generally flat, with a gentle slope to the southwest. The Library site is not located adjacent to hills or unvegetated open space areas that could result in mudflows during severe storm events. The Library site is approximately 0.25 mile from the Pacific Ocean. The Library site is outside the tsunami inundation zone, which ends just south of Highland Avenue. Seiches are caused when enclosed bodies of water oscillate due to seismic events. There are no enclosed bodies of water in the vicinity of the Library site that could result in an increased risk from seiche. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to inundation by seiche, tsunami, or mudflow than as analyzed in the certified EIR.

**Mitigation Measures**

The following mitigation measures contained in the certified EIR would continue to apply to the refined Library:<sup>8</sup>

- HYD-2** Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition to reducing runoff volumes, due to infiltration into the soil, landscaped areas may also filter some pollutants from stormwater, such as particulate matter and sediment.
- HYD-3** Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure must be connected to the sanitary sewer system.

With incorporation of mitigation measures contained in the certified EIR, impacts of the refined Library would continue to be less than significant with respect to water quality and stormwater capacity, the same as identified in the certified EIR.

### **3.10 LAND USE/PLANNING**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to land use and planning from that analyzed in the certified EIR. Land use and planning impacts were evaluated with respect to

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<sup>8</sup> As the refined Library component would disturb less than 1 acre, it is no longer subject to the requirements of the NPDES General Permit and mitigation measure HYD-1 from the certified EIR no longer applies.

adopted published maps, the County General Plan, the Manhattan Beach General Plan, and the Southern California Association of Governments (SCAG) Regional Comprehensive Planning Guide (RCPG) and Compass Growth Visioning Program.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to land use and planning compared to impacts analyzed in the certified EIR was evaluated in relation to three questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Physically divide an established community?**

The certified EIR identified no impact with respect to physical division of an established community. The refined Library would be constructed on the existing Library site within the Civic Center complex and would not include walls or other barriers to the community. Access to the remainder of the Civic Center would be maintained at all times during construction. The refined Library would not be expected to impact any other parcels upon completion and would not be expected to create a permanent division between neighboring parcels, as the Library site is compatible with the existing community. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to physical division of an established community than as analyzed in the certified EIR.

**(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

The certified EIR identified less-than-significant impacts with respect to consistency with applicable City and County plans and policies; no mitigation was proposed or determined necessary. The Library site is designated in the City's General Plan as Public Facility, referring to those land uses that are operated and maintained for the public's benefit, welfare, or use. The maximum floor area ratio for Public Facilities is 1:1. The site is zoned PS Public and Semi-Public District.<sup>9</sup> The Public Library use falls within the permitted uses allowed for the County and City General Plans and zoning designations for the Civic Center site. The refined Library would provide a much-needed benefit to the community, and would not be expected to conflict with any applicable land use plan, policy, or regulation, as it is consistent with the current County and City zoning and land use designations. The Library site is located within the City of Manhattan Beach Coastal Zone and is subject to the permit provisions of the City of Manhattan Beach Local Coastal Program (LCP). The County will be seeking a Coastal Development Permit through the City's LCP. The refined Library is consistent with existing land use designations and zoning and would continue to be compatible with adjacent Civic Center uses, as the refined Library would be a Public Facility. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to conflicts with adopted land use plans, policies, or regulations than as analyzed in the certified EIR. No mitigation is required.

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<sup>9</sup> City of Manhattan Beach, *Manhattan Beach General Plan* (adopted December 2, 2003), Land Use Element.



**(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

The certified EIR identified no impact with respect to habitat conservation plans. The Library site is not within the boundaries of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. The nearest HCP to the project site is the Coastal/Central HCP, located in Orange County, and the nearest NCCP is the Palos Verdes Peninsula NCCP. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to habitat conservation or natural community conservation plans than as analyzed in the certified EIR.

### **3.11 MINERAL RESOURCES**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to mineral resources from that analyzed in the certified EIR. Mineral resources were evaluated with regard to California Geological Survey publications and the adopted County and City General Plans.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to mineral resources compared to impacts analyzed in the certified EIR was evaluated in relation to two questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

The certified EIR identified no impacts with respect to loss of availability of a known mineral resource. There are no known nonfuel mineral resources of statewide or regional importance located within the project site or in the City of Manhattan Beach.<sup>10</sup> There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to loss of a known mineral resource than as analyzed in the certified EIR.

**(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

The certified EIR identified no impacts with respect to loss of availability of a locally important mineral resource recovery site. There are no known nonfuel mineral resources of statewide or regional importance located within the project site or in the City of Manhattan Beach.<sup>11</sup> There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to loss of an important mineral resource recovery site than as analyzed in the certified EIR.

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<sup>10</sup> City of Manhattan Beach, *Manhattan Beach General Plan* (adopted December 2, 2003), Community Resources Element.

<sup>11</sup> Ibid.

### 3.12 NOISE

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to noise from that analyzed in the certified EIR. Noise was evaluated with regard to the County General Plan and the County's Noise Control Ordinance, with consideration of the City of Manhattan Beach General Plan and Municipal Code (Noise Ordinance, Ordinance No. 1951), as well as the Traffic Analysis Technical Memorandum for the Refined Manhattan Beach Library Project (Traffic Analysis Technical Memorandum) prepared by Atkins in January 2012.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to noise compared to impacts analyzed in the certified EIR was evaluated in relation to six questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

- (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

#### Construction

The certified EIR identified significant and unavoidable impacts with regard to exceedance of noise standards, based on the noise thresholds established in the Manhattan Beach General Plan and Municipal Code (MBMC). Mitigation measures were provided, but these measures would not reduce construction noise to less-than-significant levels and a statement of overriding considerations was approved by the Manhattan Beach City Council as part of the certified EIR. The type of construction activities would be similar to, although less in scope than, the approved Library because the refined Library is substantially smaller than the approved Library. Construction activities would include those identified in the certified EIR, such as grading, soil excavation and recompaction, construction of building foundations, relocation of utilities and installation of upgraded utilities, building framing, and application of architectural coatings on those portions of the structure that would not be glass. During construction, temporary, intermittent elevated noise levels would occur on and near the Library site due, in large part, to the operation of construction equipment. During each stage of construction, there would be a different mix of equipment operating. Construction noise levels would vary based on the type of equipment in operation and the location of activity with respect to noise-sensitive uses. All phases of construction would involve the use of heavy equipment. Construction activities would also involve the use of smaller power tools, generators, and other equipment that are sources of noise. Haul trucks using the local roadways would generate noise as they move along the roadway.

The USEPA has compiled data regarding the noise-generating characteristics of typical construction activities. These data are presented in Table 3.12-1 (Noise Ranges of Typical Construction Equipment) and Table 3.12-2 (Typical Outdoor Construction Noise Levels). These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA (to 74 dBA) at 200 feet from the source to the receptor.

<b>Table 3.12-1 Noise Ranges of Typical Construction Equipment</b>	
<b>Construction Equipment</b>	<b>Noise Levels in dBA <math>L_{eq}</math> at 50 Feet<sup>a</sup></b>
Front Loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic Impact Equipment	83–88
Jackhammers	81–98
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Back Hoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88
SOURCE: U.S. Environmental Protection Agency, <i>Noise from Construction Equipment and Operations, Building Equipment and Home Appliances</i> (1971).	
a. Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.	

<b>Table 3.12-2 Typical Outdoor Construction Noise Levels</b>					
<b>Construction Phase</b>	<b>Noise Level at 50 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Level at 60 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Level at 120 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Level at 265 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Level at 510 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>
Ground Clearing	82	80	74	68	62
Excavation/Grading	86	84	78	72	66
Foundations	77	75	69	63	57
Structural	83	81	75	69	63
External Finishing	86	84	78	72	66
SOURCE: U.S. Environmental Protection Agency, <i>Noise from Construction Equipment and Operations, Building Equipment and Home Appliances</i> (1971).					
The noise levels at the off-site sensitive uses were determined with the following equation from the HMMH <i>Transit Noise and Vibration Impact Assessment, Final Report</i> : $L_{eq} = L_{eq} \text{ at } 50 \text{ ft.} - 20 \text{ Log}(D/50)$ , where $L_{eq}$ = noise level of noise source, D = distance from the noise source to the receiver, $L_{eq} \text{ at } 50 \text{ ft.}$ = noise level of source at 50 feet. Noise levels have been rounded up to the nearest whole number.					

The Los Angeles County Municipal Code establishes allowable construction noise levels in Chapter 12.08 (Noise Control). Specifically, Chapter 12.08.440 prohibits construction between

the hours of 7:00 PM and 7:00 AM, and anytime on Sunday or holidays. Further, during the allowable hours, stationary equipment shall not exceed noise levels in excess of 75 dBA at single-family residential uses, 80 dBA at multi-family residential uses, and 85 dBA at commercial and semi-residential uses (such as those located immediately west and across Highland Avenue) from the Library site. Per the Manhattan Beach Municipal Code (MBMC), construction noise is exempt from regulation as long as it occurs between the hours of 7:30 AM to 6:30 PM Mondays through Fridays, and 9:00 AM to 6:00 PM on Saturdays (MBMC Section 5.48.060).

Construction or demolition activities associated with the approved Library component studied in the certified EIR were found to potentially generate substantial amounts of noise at noise-sensitive receptors within proximity to the construction site; however, it should be noted that this determination applied to the much larger approved project and not the approved Library component separately. The closest noise-sensitive receptors to the refined Library are the multi-family residential uses located to the north across 15<sup>th</sup> Street, approximately 265 feet from the refined Library location. Single-family residential uses are also located to the east of the refined Library location approximately 510 feet and across Valley Drive. The commercial uses to the west and across Highland Avenue are located approximately 60 feet from the refined Library location and the commercial uses to the south across 13<sup>th</sup> Street are located approximately 120 feet from the refined Library location.

As shown in Table 3.12-2, during the noisiest construction activities associated with the refined Library, the closest residential uses; the multi-family uses to the north along 15<sup>th</sup> Street would experience noise levels of approximately 72 dBA, which is below the Los Angeles County threshold of 85 dBA for multi-family uses. It should be noted that the residential uses located to the north and east would be shielded from the construction activities by the existing City Hall and Police/Fire building, respectively. These buildings would serve to reduce construction noise levels by up to 10 dBA.<sup>12</sup> Construction noise would be exempt from MBMC noise standards as noted, above.

The refined Library would not be expected to generate additional higher noise levels than evaluated in the certified EIR, since the refined Library would be 21,500 sf compared to the 40,000 sf combined Library/Cultural Arts Center previously analyzed. In addition, construction of the refined Library would no longer occur concurrently with the other Civic Center components, which have already been constructed. Mitigation measures included in the certified EIR would apply to the refined Library. The impact of the refined Library would continue to be less than significant with mitigation. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to exposure of persons to noise levels in excess of established standards during construction than as analyzed in the certified EIR. No additional mitigation is required.

### Operation

The certified EIR identified less-than-significant impacts with regard to operational noise from the approved project. New traffic counts and traffic analysis have been performed, since existing conditions in the project area have changed relative to traffic load since publication of the certified EIR. Existing traffic counts are lower than reported in the certified EIR, with the result that ambient noise levels from vehicular traffic are reduced. The Traffic Analysis Technical

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<sup>12</sup> Harris Miller Miller & Hanson Inc., *Transit Noise and Vibration Impact Assessment, Final Report*, Federal Transit Administration (May 2006).

Memorandum determined that the refined Library would generate fewer trips than analyzed in the certified EIR, which would result in lower levels of vehicular noise that could affect sensitive receptors. All heating, ventilation, and air conditioning systems would be contained within the refined Library, although vented to the outside, and would not result in substantial sources of operational noise. The impact of the refined Library would continue to be less than significant with regard to operational noise. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to permanent increases in ambient noise levels than as analyzed in the certified EIR. No mitigation is required.

**(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Construction

The certified EIR identified no impacts with respect to groundborne vibration or groundborne noise during construction. During construction of the refined Library, it is anticipated that some groundborne vibration would be produced by heavy construction equipment, as well as haul trucks entering and leaving the project site. As identified in the certified EIR, the Library site is bounded by commercial uses to the west, multifamily residential and public facility uses to the north and east, single-family residential to the east, and commercial, multi-family residential and the Metlox site to the south. The nearest sensitive receptors to the Library site are the multifamily residences on 15<sup>th</sup> Street, approximately 265 feet to the north of the refined Library location. Single-family residential uses are also located to the east of the refined Library location, approximately 510 feet and across Valley Drive. As with construction noise, construction-related groundborne vibration levels would vary depending on the equipment used, and the distance of the vibration-inducing equipment. Construction-related vibration is exempt pursuant to the Los Angeles County Municipal Code Chapter 12.08.440 and exempt from the MBMC as noted, above.

The certified EIR determined that construction of the approved project would result in significant noise impacts at the five sensitive receptor locations (residential uses) identified in the certified EIR. Given that the refined Library is smaller than the approved Library component and that construction of the entire Civic Center and Metlox Development would not occur simultaneously, as was the assumption used in the certified EIR, it would be expected that vibration levels would be greatly reduced for the refined Library compared to the approved Library component. While construction may still generate groundborne vibration or noise, it would not be of a sufficient intensity or duration to rise to a level of significance. The impact of the refined Library with regard to groundborne vibration and noise would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to groundborne vibration during construction than as analyzed in the certified EIR. No mitigation is required.

Operation

The certified EIR identified no impacts with respect to groundborne vibration or groundborne noise during operation. Vibration would be generated by heavy trucks traveling along area roadways, including delivery trucks for the refined Library. However, as noted, existing traffic volumes are reduced compared to 2000 conditions and the refined Library would be smaller than the previously approved Library. It is not anticipated that the refined Library would generate substantial or excessive groundborne vibration or groundborne noise during operation that would affect sensitive receptors. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more



adverse significant impacts with regard to groundborne vibration or noise during operation than as analyzed in the certified EIR. No mitigation is required.

**(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

The certified EIR identified less-than-significant impacts with respect to permanent increases in ambient noise levels in the project vicinity. Operation of the refined Library would result in fewer vehicle trips than analyzed in the certified EIR, which would reduce roadway noise in the project vicinity compared to the previously analyzed Library component. In addition, existing roadway trips, as evidenced by more recent, updated traffic counts, are reduced compared to conditions that existed at the time the previous analysis was conducted, where a greater number of vehicle trips were counted. Because of these two factors, it is not anticipated that the refined Library would result in a substantial permanent increase in ambient noise levels in the project area. Heating and air conditioning units for the refined Library would be installed within the structure, and exterior venting would not create substantial noise. Since the refined Library is smaller in size than what was previously analyzed, it would generate less operational noise than identified in the certified EIR. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to a substantial permanent increase in ambient noise levels than as analyzed in the certified EIR. No mitigation is required.

**(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Construction

The certified EIR identified short-term significant construction noise impacts that could not be reduced to less than significant despite implementation of mitigation. The land uses to the north, east and west of the Library site are residential uses that are considered to be noise-sensitive land uses. Construction activities are anticipated to continue at the project site for a period of approximately 2 years. During each stage of construction, there would be a different mix of equipment operating. Noise levels would vary based on the type of equipment in operation and the location of activity and would be intermittent. However, as noted earlier under Section 3.12 (Population/Housing), subsection (a), although temporary in nature, construction-related noise is exempt pursuant to Los Angeles County Municipal Code Chapter 12.08.440 as long as construction-related activities are limited to the hours of 7:00 AM to 7:00 PM Monday through Saturday. In addition, implementation of mitigation measures included in the certified EIR would continue to apply to the refined Library, and would reduce the potential for significant temporary increases in noise levels to less than significant. The impact of the refined Library would be less than significant, compared to the significant impact identified in the certified EIR. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to increase in ambient noise levels during construction than as analyzed in the certified EIR. No additional mitigation is required.

Operation

Operation of the refined Library would not include events or temporary activities that would cause an increase in ambient noise levels. In addition, operation of the refined Library would not require periodic use of special stationary equipment that would expose off-site sensitive receptors to an increase in ambient noise levels above those existing without the refined Library. Nuisance noise impacts such as car alarms, loud stereos, barking dogs, and disposal and delivery trucks would continue to be regulated by the City of Manhattan Beach Noise

Ordinance as identified in the certified EIR. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to a substantial temporary or periodic increase in ambient noise levels during operation in the project vicinity above levels existing without the project than as analyzed in the certified EIR. No mitigation is required.

**(e) For a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

The certified EIR identified no impacts with regard to noise impacts from airport activity. The Library site is not located within an airport land use plan or within 2 miles of a public airport. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to excessive noise levels from aircraft operations than as analyzed in the certified EIR.

**(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The certified EIR identified no impacts with regard to noise impacts from private airstrip activities. There are no private airstrips in the vicinity of the Library site. The combined Police/Fire Facility does not contain a helipad. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to safety risks from private airstrip operations than as analyzed in the certified EIR.

Mitigation Measures

The following mitigation measures contained in the certified EIR would continue to apply to the refined Library:

- NOI-1** Use noise control devices, such as equipment mufflers, enclosures, and barriers.
- NOI-2** Erect a temporary sound barrier of no less than 6 feet in height around the construction site perimeter before commencement of construction activity. This barrier shall remain in place throughout the construction period.
- NOI-3** Stage construction operations as far from noise sensitive uses as possible.
- NOI-4** Avoid residential areas when planning haul truck routes.
- NOI-5** Maintain all sound-reducing devices and restrictions throughout the construction period.
- NOI-6** When feasible, replace noisy equipment with quieter equipment (e.g., a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).
- NOI-7** When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.
- NOI-8** Adjacent residents shall be given regular notification of major construction activities and their duration.

- NOI-9** A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.
- NOI-10** An annual city permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.
- NOI-11** The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.

With incorporation of mitigation measures contained in the certified EIR, impacts of the refined Library would be less than significant with respect to construction noise, and less than as identified in the certified EIR.

### **3.13 POPULATION/HOUSING**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to population and housing from that analyzed in the certified EIR.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to population and housing compared to impacts analyzed in the certified EIR was evaluated in relation to three questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?**

The certified EIR identified no impacts related to population growth for the approved project, including the Library component, and scoped this issue out from further analysis. There would continue to be no impact as a result of the refined Library, as it would not result in population growth. The refined Library would not create a new or substantially more adverse significant impact related to substantial population growth in an area, either directly or indirectly, than as analyzed in the certified EIR.

**(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

The certified EIR identified no impacts related to displacement of housing and scoped this issue out from further analysis. The Library site is currently occupied by the Manhattan Beach Public Library and contains no housing. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to displacement of existing housing than as analyzed in the certified EIR.

**(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

The certified EIR identified no impacts related to displacement of people and scoped this issue out from further analysis. The Library site is currently occupied by the Manhattan Beach Public

Library and contains no housing. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere than as analyzed in the certified EIR.

### **3.14 PUBLIC SERVICES**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to public services from that analyzed in the certified EIR. Public services at the Library site were evaluated based on a review of the County General Plan, Manhattan Beach General Plan, and review of relevant Web sites.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to public services compared to impacts analyzed in the certified EIR was evaluated in relation to one question recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:**

*i) Fire protection?*

The certified EIR identified no impacts related to fire protection services. The refined Library would continue the same use as currently exists on site and as analyzed in the certified EIR, and would replace the existing Library building with a new, modern structure. The refined Library would be a smaller building than that analyzed in the certified EIR, which found no significant impacts to fire protection services. The refined Library would be equipped with a fire sprinkler system and meet all current requirements for life safety. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to fire protection services than as analyzed in the certified EIR. No mitigation is required.

*ii) Police protection?*

The certified EIR identified less-than-significant impacts related to police protection. The refined Library would not induce population growth and would continue the same use as proposed in the certified EIR. Thus, the refined Library would not result in demand for additional police protection in addition to that identified in the certified EIR. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to police protection services than as analyzed in the certified EIR. No mitigation is required.

*iii) Schools?*

The certified EIR identified no impact on schools, as the approved project would not be growth-inducing. The refined Library would not induce population growth that would demand school services. Rather, it would provide improved library services for the community, including

students. There would continue to be no impact on schools as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to schools than as analyzed in the certified EIR.

*iv) Parks?*

The certified EIR identified no impacts on parks. The refined Library would not induce population growth that would demand additional parks and recreation services, or result in increased use of existing parks. There would continue to be no impact on parks as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to parks than as analyzed in the certified EIR.

*v) Other public facilities?*

The certified EIR identified no impacts on other public facilities. The refined Library would provide state-of-the-art library services, continuing the same uses as proposed in the certified EIR as well as the existing use on site. The refined Library would not induce direct or indirect population growth that would result in increased demand for other public services. There would continue to be no impact on other public facilities as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to other public facilities than as analyzed in the certified EIR.

Mitigation Measures

The following mitigation measures contained in the certified EIR would continue to apply to the refined Library:

- PS-1** Prior to the issuance of building permits, project site plans should be subject to review by the Manhattan Beach Police Department and Manhattan Beach Fire Department relative to public safety (e.g., emergency access) should be incorporated into the project prior to project completion.
- PS-2** Prior to the approval of the final site plan and issuance of each building permit, plans shall be submitted to the Manhattan Beach Police Department for review and approval for the purpose of incorporating safety measures in the project design, including the concept of crime prevention through environmental design (i.e., building design, circulation, site planning, and lighting of parking structure and parking areas). Design considerations should include an evaluation of electronic surveillance systems, emergency call boxes, and lighting systems in addition to architectural elements that allow direct vertical and horizontal views outside of the structure.

With incorporation of mitigation measures contained in the certified EIR, impacts of the refined Library would continue to be less than significant with respect to public services, the same as identified in the certified EIR.

### **3.15 RECREATION**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts related to recreation from that analyzed in the certified EIR. Recreation impacts at the Library site were evaluated in relation to the County



General Plan, Manhattan Beach General Plan, and consideration of the potential for growth-inducing impacts evaluated in Section 3.13 (Population/Housing) of this Addendum.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to recreation compared to impacts analyzed in the certified EIR was evaluated in relation to two questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

The certified EIR identified no impacts related to recreation. The refined Library would not induce population growth, either directly or indirectly, that would result in increased use of local or regional parks or recreational facilities and there would continue to be no impact as a result of the refined Library with respect to use of existing parks and recreational facilities. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to increased use of parks and recreational facilities such that substantial physical deterioration would occur than as analyzed in the certified EIR.

**(b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

The certified EIR identified no impacts related to recreation and scoped this issue out from further analysis. The refined Library is a public facility, not a recreational facility. The open space that is part of the refined Library would not be used for formal recreational activities. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to provision of recreational facilities than as analyzed in the certified EIR.

### **3.16 TRANSPORTATION/TRAFFIC**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to transportation/traffic from that analyzed in the certified EIR. Transportation and traffic were evaluated with regard to the Congestion Management Plan for the County of Los Angeles and the County General Plan, as well as the Manhattan Beach General Plan, the City's 2005 Neighborhood Traffic Management Handbook, and the Traffic Analysis Technical Memorandum for the Refined Manhattan Beach Library Project (Traffic Analysis Technical Memorandum) prepared by Atkins on January 25, 2012 (Appendix F).

The potential for the refined Library to result in new or substantially more adverse significant impacts related to transportation/traffic compared to impacts analyzed in the certified EIR was evaluated in relation to six questions recommended for consideration by CEQA Guidelines Appendix G. It should be noted that the thresholds of significance in the certified EIR were those in Appendix G as of the date of preparation of the certified EIR. Based on the analysis in the certified EIR, significant unavoidable impacts were identified during operation of the approved project at two intersections: Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (summer weekdays PM peak hour) and Manhattan Beach Boulevard at Highland Avenue (summer Sundays peak hours).

Subsequent to publication of the certified EIR, the threshold questions in Appendix G have been revised, and the analysis in this Addendum utilizes the most recent questions in Appendix G.

Would the refined Library have any of the following effects:

- (a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

The certified EIR identified significant impacts with respect to increases in volume/capacity, based on established City of Manhattan Beach standards. Other than the two intersections identified in the certified EIR where significant impacts would remain despite implementation of circulation improvements, no significant traffic impacts were identified on the neighborhood streets surrounding the Library site. The streets, sidewalks, bikeways, and public transit have not changed substantially since the publication of the certified EIR, with the exception of the development approved by the certified EIR. All of the certified EIR circulation and traffic improvements identified in the certified EIR and approved as feasible by the Manhattan Beach City Council have been studied or completed as part of the Civic Center and Metlox components of the approved project, including converting Morningside Drive to one-way northbound traffic, extending 13<sup>th</sup> Street through from Morningside Drive east to Valley Drive, converting Valley Drive from one-way southbound to two-way north of 13<sup>th</sup> Street, and implementation of valet parking and the Metlox parking permit program. The Farmers Market and Civic Center and Metlox concerts and community events anticipated and included in the certified EIR have been programmed and active for more than 5 years. There are bike racks immediately adjacent to the entrance to the Library, and a Beach Cities Transit bus stop on Highland Avenue next to City Hall, just south of 15<sup>th</sup> Street.

Additionally, the City of Manhattan Beach has implemented other transportation improvements in the surrounding area since certification of the EIR, including additional bike racks south of the Library and throughout the downtown, a new bike route on Valley Drive from Rosecrans Avenue to 15<sup>th</sup> Street, the installation of separate drop boxes for books and audio/video in the Civic Center parking lot, and adding short-term loading areas in the Civic Center parking lot.

The City of Manhattan Beach is currently working with six other South Bay Cities to implement the South Bay Bicycle Master Plan, which was adopted by the Manhattan Beach City Council in November 2011; all other involved cities recently adopted the plan. This comprehensive plan identifies bicycle infrastructure improvement opportunities throughout the area. The Master Plan identifies existing conditions, solicits community input, and prioritizes proposed projects. Many of the seven involved cities already have bike master plans. The South Bay Bike Master Plan will seek to expand upon these plans and provide linkages between them, increasing bicycling opportunities. The City also conducted a bikeway study in 2009 to identify the needs, wants and opportunities related to bicycling in the community, and the Master Plan expands upon this study.

The refined Library would also move the pedestrian crosswalk across Highland Avenue from the north side of 14<sup>th</sup> Street to the south side, which would provide more direct access to the Library. A pedestrian ramp would lead directly from the Civic Center surface lot to the Library entrance. Pedestrian circulation to the Library would be enhanced significantly by the refined Library and related improvements as described above.

Since certification of the EIR in 2001, a privately owned two-story, 14,273 sf commercial building (retail and office with underground parking) was constructed in 2009 immediately south of and adjacent to the existing Library. This site previously contained a two-story, 4,694 sf restaurant. The Civic Center/Public Safety Facility was constructed consistent with the project analyzed in the EIR. The Metlox component was analyzed in the EIR as a mix of retail, personal service, office, and restaurant uses, with a forty-room hotel, for a total of 93,000 sf of area. The Metlox component of the project was completed in 2005 with the same mix of uses but only 63,850 sf of area, or 31 percent less in project square footage compared to what was analyzed in the certified EIR.

The certified EIR trip generation analysis utilized the most current Institute of Transportation Engineers (ITE) *Trip Generation Manual* at the time of the study, which was the 6<sup>th</sup> Edition. However, since the certified EIR was finalized in 2001, an updated ITE Trip Generation Manual (8<sup>th</sup> Edition) has been published.<sup>13</sup> Therefore, an analysis was performed of the refined Library's trip generation with the refined Library (addition of 9,400 sf of Library space) using the latest edition of ITE's Trip Generation Manual. It should also be noted that the certified EIR trip generation included trip-reduction factors (approximately 65 percent for internal/linked weekday and Saturday daily trips and 82 percent for peak hour trips). These trip-reduction factors include:

- "Walk-in or Internal" trips from the weekly Farmers Market and other existing programmed activities at Metlox and the Civic Center—these are those trips that travel to a specific site or location for multiple purposes. The Farmers Market, and Metlox and Civic Center concerts and events, draw a large number of patrons with small children who would be expected users of the refined Library. These people would already be using the area roadway system, negating any additional impacts.
- The refined Library is expected to draw a significant percentage of increased use from local residents of Manhattan Beach. City residents have a history of using nonmotorized forms of transportation, such as walking and bicycling. This is evidenced by the large number of small children in strollers throughout the Civic Center area. By travelling to and from the Library without the use of motorized vehicles, the impacts to the area roadway system would be minimized.
- Local transit is provided in close proximity to the Library. The convenience of using transit would be expected to result in a significant percentage of Library patrons utilizing this transportation alternative to personal vehicles, further reducing the impacts to local roadways.

The calculations for the updated trip generation rates are provided in Attachment A to Appendix F.

The updated trip generation rates as well as the trip reduction factors (consistent with the certified EIR) resulted in the following trip generation for the refined Library space:

- Weekday daily = 184 trips per day
- Weekday PM peak hour = 12 trips per hour

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<sup>13</sup> Note ITE Trip Generation Manual, 8<sup>th</sup> Edition has minor differences in rates compared to the 6<sup>th</sup> Edition for daily and PM peak hour trips (under Library Code 590). As such, an adjustment was made to the base rate to reflect this change.

- Saturday daily = 160 trips per day
- Saturday AM peak hour = 12 trips per hour

Although the size of the refined Library (21,500 sf) would be larger than the existing Library square footage (12,100 sf), the Los Angeles County Department of Public Works Traffic Impact Analysis Report Guidelines state that a traffic study is required only when a project would generate over 500 trips per day. Given the refined Library would generate only 184 trips per day at a maximum, a new traffic study and full analysis would not be required.

The City of Manhattan Beach significance criterion for determining traffic impacts is if project-related increase in volume/capacity (V/C) is equal to or greater than 2 percent at intersections, resulting in LOS E or F conditions (i.e., intersections operating at 90 percent of their capacity). No significant impact criteria exist for intersections operating at LOS A through LOS D with the addition of project volumes.

Since the approved traffic study and certified EIR was finalized in 2001, an updated evaluation of background traffic in the vicinity of the project site was conducted. This updated evaluation was based on recent weekday AM and PM peak period traffic counts taken in November 2011 (as compared to winter counts taken in 2000) by the City of Manhattan Beach. Four intersections near the Library site were evaluated:

1. 15<sup>th</sup> Street/Highland Avenue
2. 13<sup>th</sup> Street/Highland Avenue
3. Manhattan Beach Boulevard/Highland Avenue
4. Manhattan Beach Boulevard at Valley Drive/Ardmore Avenue

Although a few individual movements were higher in winter 2011 as compared to the winter 2000 traffic counts, traffic volumes were generally lower at the study intersections. Figure 3.16-1 (Comparison of 2000 to 2011 AM Peak Hour Traffic Volumes) and Figure 3.16-2 (Comparison of 2000 to 2011 PM Peak Hour Traffic Volumes) illustrate the location of these intersections and a comparison of weekday AM and PM peak hour counts taken in 2000 and in 2011.

Significant reductions of traffic volumes were noted to occur during the PM peak hour in the immediate vicinity of the Library site at 15<sup>th</sup> Street/Highland Avenue (northbound) and 13<sup>th</sup> Street/Highland Avenue (northbound and southbound), with volumes approximately 30 to 40 percent less than counted in 2000. Additional reductions were noted in the AM peak hour at 13<sup>th</sup> Street/Highland Avenue (northbound), and Manhattan Beach Boulevard at Valley Drive/Ardmore Avenue (northbound). Based on these updated counts, traffic within the vicinity of the Library site is generally lower, ranging from 5 to 46 percent less than counts taken in 2000. This decline in traffic volumes is consistent with traffic patterns over the past 5 to 10 years, particularly in the north end of the City along Highland Avenue.<sup>14</sup> Since the traffic counts taken in 2011 identified lower existing traffic volumes than the existing conditions analyzed in the certified EIR, there would likely be an improvement in the level of service compared to that analyzed in the certified EIR.

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<sup>14</sup> Per discussion with City of Manhattan Beach's Traffic Engineer on January 18, 2011, traffic volumes are monitored every 6 months and a decline in volumes has been consistent over the past 5 to 10 years.

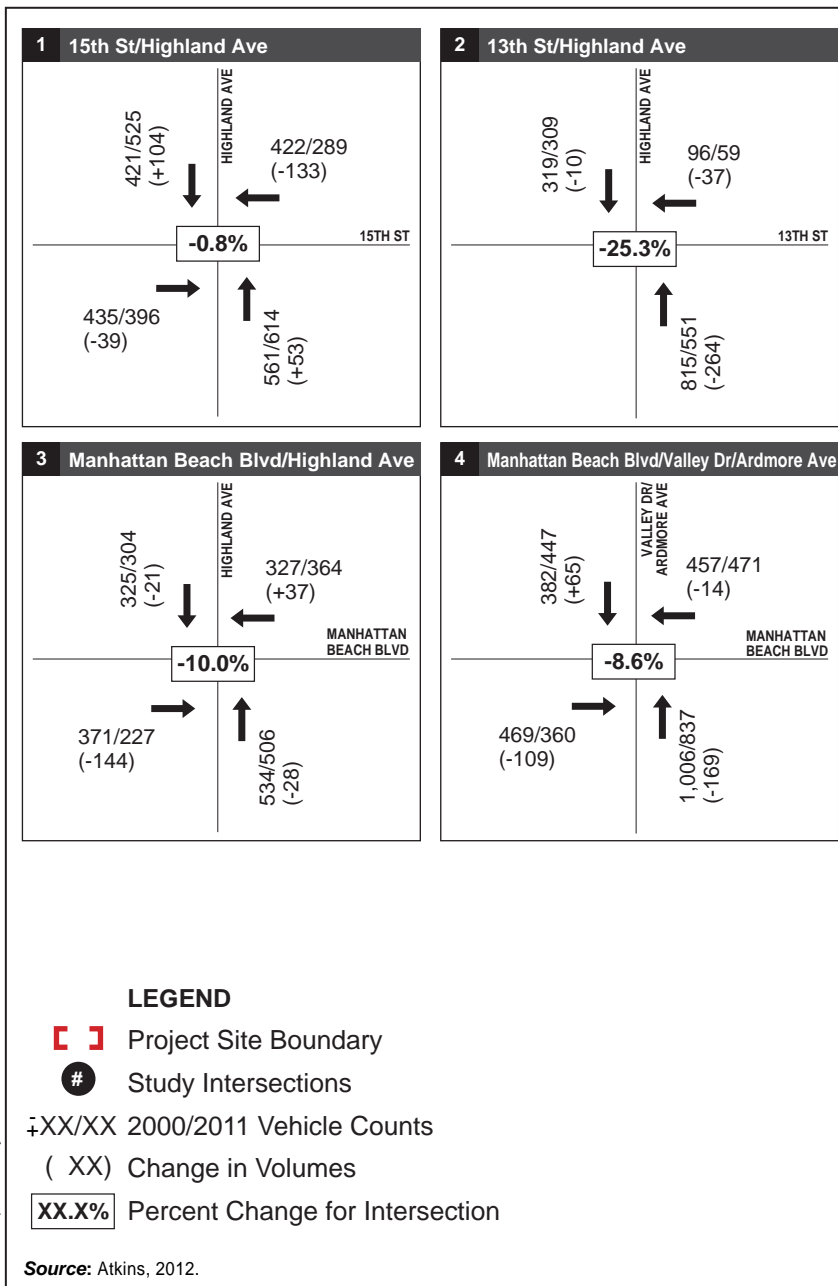


Figure 3.16-1  
Comparison of 2000 to 2011 AM Peak Hour Traffic Volumes



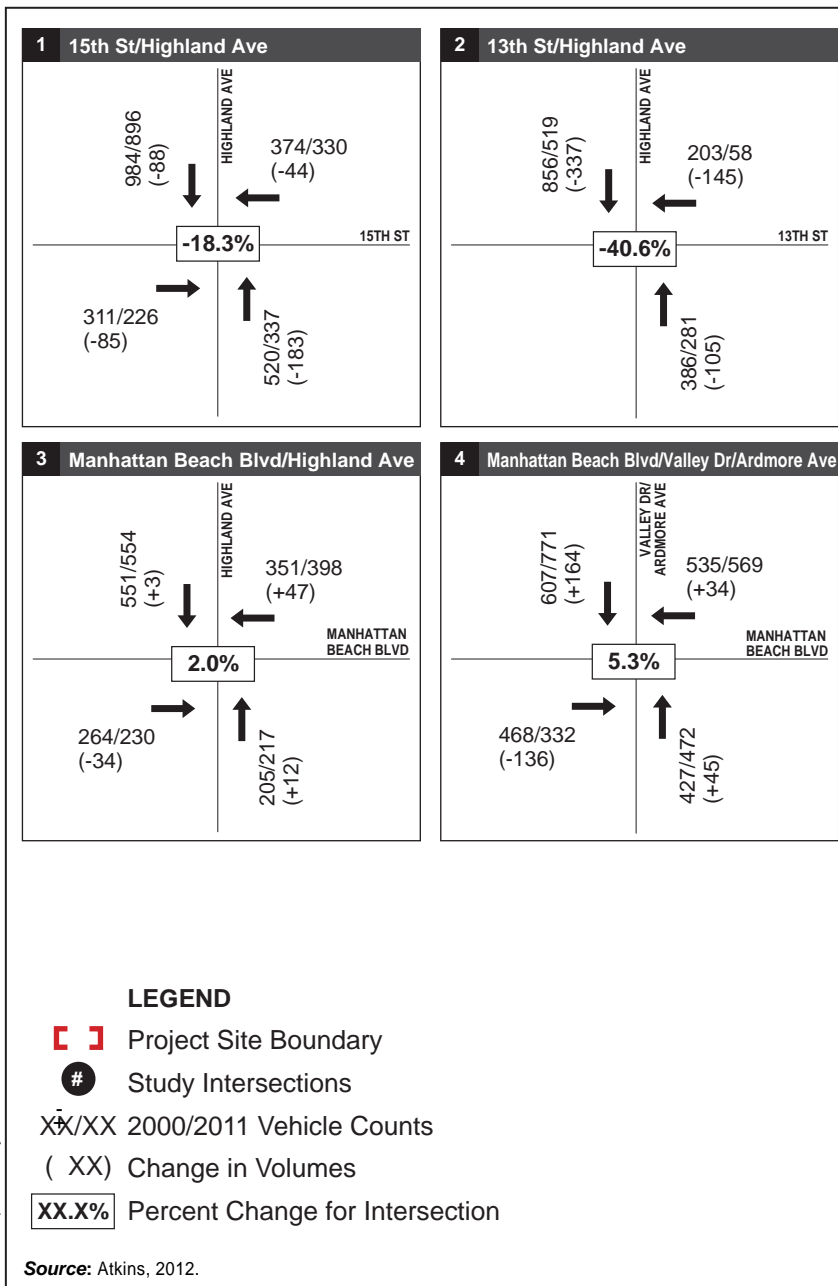


Figure 3.16-2  
Comparison of 2000 to 2011 PM Peak Hour Traffic Volumes



It should be also be noted that the 2000 traffic study identified that the entire project in the Civic Center/Metlox Development Project (Metlox Commercial plus the Library and public safety facility) would have significant traffic impacts at Highland Ave at 15<sup>th</sup> Street, Highland Avenue at 13<sup>th</sup> Street, Manhattan Beach Boulevard at Sepulveda Boulevard, Manhattan Beach Boulevard at Highland Avenue, and Manhattan Beach Boulevard at Valley Drive/Ardmore Drive. However, the impacts identified in the study include the effects of the Metlox Commercial portion, which contributed slightly over 90 percent of the generated vehicle trips identified in the traffic study. Furthermore, the Metlox Commercial portion of the project was evaluated in the traffic study as a 93,000 sf project. The actual project that was built included only approximately 63,850 sf, which substantially reduced the impacts of this development on the area roadway system.

Considering the above information and that the reduced scope of the refined Library generates approximately half of the vehicle trips than the approved Library component would generate, the refined Library would contribute fewer vehicle trips to the roadway vicinity than the approved Library component. In addition, since the traffic counts taken in 2011 show generally lower background traffic volumes, there would be an improvement in the level of service compared to what was analyzed in the certified EIR. Therefore, the refined Library would result in less-than-significant traffic impacts on area roadways compared to the significant and unavoidable impact identified in the certified EIR. Therefore, even with the addition of vehicle trips generated by the refined Library, no new significant effects would occur than as discussed, evaluated, or mitigated in the certified EIR. No mitigation is required.

With respect to construction traffic, construction activities associated with development of the refined Library would result in additional construction traffic in the project vicinity. Traffic detours in the public right-of-way could occur as a result of project construction. In addition, traffic associated with construction activities on the surrounding arterials would increase and could potentially affect existing traffic flow. Mitigation measure TRAF-1, contained in the certified EIR, would apply to the refined Library and require submission of a traffic control plan to the City of Manhattan Beach for approval, which would include provisional measures to reduce construction traffic, coordinate road closures, and limit truck queuing.

The impact of the refined Library would be less than significant with mitigation compared to the significant and unavoidable impact identified in the certified EIR. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to conflicts with applicable plans, ordinance, or policies establishing measures of effectiveness for performance of the circulation system than as analyzed in the certified EIR. No additional mitigation is required.

**(b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for the designated roads or highways?**

The certified EIR identified less-than-significant impacts related to conflicts with an applicable congestion management program. The Congestion Management Program (CMP) requires that all freeway segments where a project adds 150 or more trips in any direction during the peak hours must be analyzed. An analysis is also required at all CMP intersections where the project would add 50 or more trips during the peak hour. For the purposes of the CMP, a significant traffic impact occurs when a proposed project increases traffic demand on a CMP facility by 2 percent of capacity, causing or worsening LOS F.

The refined Library would generate only 12 trips during the PM peak hour. Therefore, further analysis of impacts on freeways and CMP intersections would not be required. The refined Library would continue to result in a less-than-significant impact related to conflicts with the applicable CMP. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to increases in traffic, and would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system or with an applicable congestion management program than as analyzed in the certified EIR. No mitigation is required.

**(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

The certified EIR identified no impacts with respect to changes in air traffic patterns. The Library site is not located within an airport land use plan area or near a public or private airport. There are no helipad activities at the adjacent Police/Fire facility. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to changes in air traffic patterns than as analyzed in the certified EIR.

**(d) Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The certified EIR identified no impacts with respect to hazardous design features or incompatible uses. The refined Library continues the same use as currently exists on site as well as that analyzed in the certified EIR. The refined Library is compatible with the existing land use designation and zoning and compatible with the adjacent Civic Center uses, as the refined Library is a public facility. No changes to the roadway network would occur as a result of the refined Library with the exception of relocation of the pedestrian crosswalk across Highland Avenue from the north to the south side of 14<sup>th</sup> Street to provide more direct access to the Library, which would not represent a hazard to motorists, bicyclists, or pedestrians. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to hazards due to a design feature such as sharp curves or dangerous intersections, or incompatible uses than as analyzed in the certified EIR. No mitigation is required.

**(e) Result in inadequate emergency access?**

The certified EIR identified no significant impacts with respect to inadequate emergency access. The Library site is not designated as an emergency evacuation staging area and would not contain elements that would be anticipated to interfere with local emergency response or evacuation routes. The refined Library would continue the same use as currently exists on site and as analyzed in the certified EIR. The refined Library would comply with all County and City regulations pertaining to maintenance of emergency access. It is anticipated that during construction and operation of the refined Library, the existing street system surrounding the Library site would continue to provide adequate emergency access to and from the site. In addition, all construction activities would be organized to avoid interruptions in any emergency access/egress paths to and from the Library site. Mitigation measures in the certified EIR (see Section 3.14 [Public Services]) would further reduce impacts with regard to emergency access and ensure they would remain less than significant. The impact of the refined Library would continue to be less than significant with mitigation. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to inadequate emergency access than as analyzed in the certified EIR. No additional mitigation is required.

**(f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

The certified EIR identified no impacts with respect to conflicts with adopted policies, plans, or programs regarding public transit or other alternative modes of transportation. The refined Library would include increased covered bicycle parking near the entrance to the Library, encouraging and accommodating alternative transportation modes. Additionally, the City of Manhattan Beach has implemented transportation improvements in the surrounding area, including additional bike racks south of the Library and throughout the downtown, a new bike route on Valley Drive from Rosecrans Avenue to 15<sup>th</sup> Street, the installation of separate drop boxes for books and audio/video in the Civic Center parking lot, and adding short-term loading areas in the Civic Center parking lot. Local transit is provided in close proximity to the Library. The refined Library would move the pedestrian crosswalk across Highland Avenue from the north side of 14<sup>th</sup> Street to the south side, which would provide more direct access to the library. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to conflicts with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities than as analyzed in the certified EIR. No mitigation is required.

Parking

While parking is no longer recommended for consideration by CEQA Guidelines Appendix G, it was analyzed in the certified EIR and parking impacts will be evaluated here utilizing the Appendix G questions that were in effect at the time of publication of the certified EIR.

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation parking from that analyzed in the certified EIR. Parking was evaluated with regard to the County General Plan, Manhattan Beach General Plan, and the 2008 Downtown Parking Management Plan of the City of Manhattan Beach.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to parking was evaluated in relation to one question recommended for consideration by the 2010 CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(g) Result in inadequate parking capacity?**

The certified EIR identified a less-than-significant impact with respect to parking supply, with no mitigation required. Four public parking lots providing a total of 213 parking spaces serve the Library site. The first two are in the Civic Center to the east and north of the Library—the upper surface parking lot with 67 unmetered spaces and the lower underground level of the Civic Center parking structure with 110 metered spaces, accessed via 15<sup>th</sup> and 13<sup>th</sup> Streets. The third lot is a City-owned 26-space surface parking lot (Lot 6) across Highland Avenue to the west, accessed via Highland, and the fourth lot is a City-owned surface parking lot accessed via 13<sup>th</sup> Street near Morningside Drive to the south of the Library with 10 spaces. All four lots serve other Civic Center and neighborhood uses.

Other public parking lots that also service the area include the lot one block east of the site, east of Valley Drive, at the Veterans Parkway is a 47-space free surface parking lot (Lot 8). Less than one block to the south, with access off of Morningside Drive and Valley Drive, is the Metlox

structure, with 460 underground metered public parking spaces, as well as Lot 3, a 145-space, three-level parking structure at the corner of 12<sup>th</sup> Street and Morningside Drive. These public parking lots provide a total of 652 parking spaces.

There is metered public street parking on most of the commercial streets surrounding the site. The current entrance to the Library is closest to the Civic Center upper surface parking lot. This parking is free and includes a loading and unloading area as well as book and video-audio drop boxes. There is direct pedestrian access from this parking lot to the front door. For these reasons, Library patrons primarily park in the Civic Center surface lot and underground garage and less frequently in the Highland Avenue or other lots.

The City adopted a comprehensive Downtown Parking Management Plan (the Plan) in 2008. The purpose of the Plan was to evaluate the overall parking situation in the downtown area and develop strategies for optimizing usage of public parking lots and on-street parking spaces. The Study elements included a detailed inventory of parking supply, comprehensive seasonal parking utilization counts, technical analysis of existing and future parking demands, analysis of land use policies and potential future trends, evaluation of current parking code requirements, and assessment of potential parking management techniques and prioritization.

The Plan concluded that during non-summer months, the peak parking demand is only 70 percent of all available spaces. There are approximately 400 public parking spaces available on a non-summer day, almost double the number in 1998, and approximately 550 vehicles are parked by valet services each month. A review of the land use and parking code indicated that the existing parking supply in the Downtown is expected to accommodate anticipated future development.

A number of parking management strategies were adopted and implemented, including; increasing the number of 24-minute street parking adjacent to certain businesses with short-term parking needs in order to improve street parking turnover rate and increase usage and convenience; increasing time limits in the upper level of the Metlox structure to 3 hours in order to encourage parking in this underutilized lot for customers with multiple destinations; and increasing time limits in the lower level of the Metlox structure to 10 hours and on the upper level of Lot 3 (Morningside Drive and 12<sup>th</sup> Street) in order to encourage employee parking in underutilized areas. To assist parking for Downtown employees and free up more space for customers, the Plan provides for optional monthly merchant permits and stickers, as some employees may not be able to afford biannual permits or may work sporadic schedules. The Plan provides for carpool, and “Green Vehicle” parking spaces in public lots, as well as “small car” parking in lots as well as on the street to promote green practices by encouraging low-emission vehicle use, and increase parking supply by striping underutilized small spaces for new parking. Lastly, Parking Directional Sign Plan was implemented with a distinctive and clear identity, to encourage greater use of public parking lots through education.

The Plan provides the tools for the City to re-evaluate and modify public parking as needed to make it operate most efficiently. The City has a continuing commitment to manage the parking supply and operations on an ongoing basis.

The results of the shared parking analysis as set forth in the certified EIR indicated that the approved project would produce a peak/maximum parking demand of approximately 528 spaces. Based on an available parking supply of 865 parking spaces, plus on-street spaces that were not counted, it was determined that there would be an adequate parking supply to accommodate the approved project, including the approved Library. The Metlox component of the approved project was constructed, but at a 31 percent reduction in size compared to that

analyzed in the certified EIR. Thus, the actual demand for parking spaces for the entire approved project would be less than as analyzed in the certified EIR. As the refined Library would be smaller in size than the approved Library component, and would, thus, demand even fewer parking spaces, there would be an adequate parking supply to accommodate the refined Library. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts to parking than as analyzed in the certified EIR. No mitigation is required.

#### Mitigation Measure

The following mitigation measure contained in the certified EIR would continue to apply to the refined Library:

- TRAF-1** Prior to any construction activities, a Construction Plan, which shall include phasing of construction of the project, shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period, as well as provide parking for Civic Center visitors and construction workers. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or carpool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.

With incorporation of the identified mitigation measure contained in the certified EIR, impacts of the refined Library would be less than significant with respect to traffic and parking, and less than as identified in the certified EIR.

### **3.17 UTILITIES/SERVICE SYSTEMS**

This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts in relation to utilities and service systems from that analyzed in the certified EIR. Utilities and service systems were evaluated with regard to the County General Plan, Manhattan Beach General Plan, and the California RWQCB Basin Plan for the Los Angeles region.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to utilities and service systems compared to impacts analyzed in the certified EIR was evaluated in relation to seven questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

The certified EIR identified no impacts related to wastewater, determining that the approved project would comply with all wastewater treatment requirements. The City of Manhattan Beach, in which the project site is located, operates a municipal sewer system and is subject to the wastewater treatment requirements adopted by the Los Angeles Regional Water Quality Control

Board (LARWQCB), as well as various state and federal regulations. Wastewater generated at the project site would be treated at the Los Angeles Sanitation Districts' (LACSD) Joint Water Pollution Control Plant (JWPCP). The JWPCP is required to comply with associated state-mandated Waste Discharge Requirements (WDRs) monitored and enforced by LACSD. WDRs establish the levels of pollutants allowable in water discharged from a facility. Compliance with any applicable WDRs would ensure that treated effluent meets all federal, state, and local water quality standards.

The refined Library would be smaller than the Library component analyzed in the certified EIR, which determined that the Library component would not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. The refined Library, although larger than the existing library, would not generate significantly more wastewater than existing conditions as the refined Library would be designed, constructed, and operated to achieve LEED Gold-level certification, which would optimize water use efficiency. Specifically, water-conserving elements such as low-flow or dual-flow toilets and low-flow faucets would be installed in the structure, which would reduce the amount of wastewater generated at the project site, potentially to levels similar to or even less than existing conditions.

As described above, the refined Library's wastewater flow would be treated at the JWPCP. The facility has a capacity of 400 million gallons of wastewater per day and provides both primary and secondary treatment for approximately 300 million gallons of wastewater per day<sup>15</sup>. The LACSD has indicated that this facility has sufficient capacity to accommodate the flows from the refined Library.<sup>16</sup> As the refined Library would decrease the amount of wastewater generated at the Library site compared to the larger, approved Library, wastewater generated at the project site can be accommodated at the JWPCP. The refined Library proponent would be required to comply with all applicable requirements and the refined Library's wastewater generation would not exceed the wastewater treatment requirements of the LARWQCB. By complying with the municipal, state, and federal regulations governing wastewater treatment, the impact on wastewater treatment requirements would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to exceedance of wastewater treatment requirements than as analyzed in the certified EIR. No mitigation is required.

**(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

The certified EIR identified no impacts related to wastewater and water treatment, making the determination of adequate capacity of existing infrastructure. Manhattan Beach's water system serves a population of approximately 36,000. The system consists of approximately 112 miles of pipelines and serves potable water to a 3.88-square-mile area. Manhattan Beach's water system is comprised of four pump stations, two storage reservoirs, one elevated storage tank, and two water supply wells. There are currently three available water supply sources for the City: Metropolitan Water District supplies treated surface water to the West Basin Municipal Water District (WBMWD) for distribution, groundwater provided by a City-owned and operated well, and reclaimed water supplied for landscaping irrigation from WBMWD. In addition, there are interconnections with the City of El Segundo and the California Water Service Company that

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<sup>15</sup> Ken Rademacher, verbal communication with Plant Manager, Los Angeles County Joint Pollution Control Plant (March 15, 2012).

<sup>16</sup> Ibid.



can be activated within a matter of minutes in an emergency situation and has the well capacity to supply two-thirds of Manhattan Beach's daily needs. Manhattan Beach obtains approximately 81 percent of its water supply from WBMWD surface water, 15 percent from groundwater, and 4 percent from recycled water.<sup>17</sup> The Water Division of the City's Public Works Department provides services to ensure that the City's water supply is of the highest quality and meets all state and federal water quality requirements. Water treatment in the City of Manhattan Beach generally consists of supplemental chlorination and blending of the City's imported and well waters. The refined Library would demand less treated water than the approved Library component, and, thus, would result in a less-than-significant impact related to water treatment.

The refined Library would generate less wastewater than the approved Library, as discussed in (a), above. Wastewater generated at the project site would be conveyed via the City of Manhattan Beach's sewer collection system to an LACSD trunk sewer that crosses the City and ultimately to the LACSD's Joint Water Pollution Control Plant (JWPCP). As part of the City's Wastewater Master Plan prepared in 2010, a Capital Improvement Program was established to implement and fund sewer infrastructure improvements that will eliminate capacity deficiency and address severe and major defects in the system. According to the Wastewater Master Plan, capacity deficiency is not a problem in the City, and severe and major collection system deficiencies will be or have been addressed by the City.

The LACSD owns, operates, and maintains approximately 1,400 miles of sewers—ranging from 8 to 144 inches in diameter—that convey approximately 500 million gallons per day of wastewater to 11 wastewater treatment plants.<sup>18</sup> As previously discussed in (a), above, wastewater generated at the project site would be treated at the JWPCP. The facility provides both primary and secondary treatment for approximately 300 million gallons of wastewater per day and has a capacity of 400 million gallons of wastewater per day.<sup>19</sup> This facility has sufficient capacity to accommodate the flows from the refined Library.<sup>20</sup>

As the refined Library would decrease the amount of wastewater generated at the project site compared to the larger, approved Library and the LACSD has indicated that there is ample capacity at the JWPCP to serve the refined Library,<sup>21</sup> the existing sewer conveyance system can accommodate wastewater generated at the project site. Impacts related to wastewater treatment would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to the construction of new water or wastewater treatment facilities or the expansion of existing facilities than as analyzed in the certified EIR. No mitigation is required.

**(c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

The certified EIR identified less-than-significant impacts related to stormwater capacity, concluding that the stormwater system capacity would be adequate to serve the approved project without mitigation. The current storm drain system is operated by the City of Manhattan Beach in conjunction with the Los Angeles County Department of Public Works (LACDPW). The

<sup>17</sup> City of Manhattan Beach, *Manhattan Beach Urban Water Management Plan* (January 2006).

<sup>18</sup> [http://www.lacsd.org/about/wastewater\\_facilities/wastewater\\_collection\\_system.asp](http://www.lacsd.org/about/wastewater_facilities/wastewater_collection_system.asp), Accessed 3/15/2012.

<sup>19</sup> Ken Rademacher, verbal communication with Plant Manager, Los Angeles County Joint Pollution Control Plant (March 15, 2012).

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

LACDPW operates and maintains the backbone of the storm drain system, as well as two major pump plants (Polliwog Pond and Johnson Street) within the City. The City owns and operates the remaining storm drain facilities, which consist of approximately 9 miles of storm drains, varying from 6-inch corrugated metal pipe to 48-inch reinforced concrete pipe, as well as two small pump plants.<sup>22</sup> Stormwater runoff on the Library site and vicinity is drained by surface flow in streets and parking areas. Stormwater patterns in the project vicinity generally flow to the south toward the Pacific Ocean. The refined Library would occupy the same site as previously analyzed, although the Library building would be located slightly closer to Highland Avenue. The overall grade of the site would not be substantially altered. As previously described, the refined Library would be within a smaller footprint than the approved Library component, which would allow for an increase in open space. While some of this open space would consist of hardscape, there would be a large grassy open space area that would increase the amount of permeable area on site. The increased permeable area would reduce the amount of runoff generated at the project site. Stormwater runoff would be collected through a series of on-site area and trench drains and piped to underground infiltration basins under the grassy open space area behind the refined Library (see Figure 2-6 [Proposed Refined Library Site Plan]) and new walkway in front of City Hall. In addition, the refined Library would implement specific LID BMPs, including a stormwater infiltration system with detention basin and catch basin filtration on the Library site. There would be no substantial increase of first-flush stormwater transported off site. The impact of the refined Library would continue to be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to storm drain capacity than as analyzed in the certified EIR. No mitigation is required.

**(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

The certified EIR identified no impacts related to water supplies, determining there would be an adequate supply of water to serve the approved project. Manhattan Beach's water system serves a population of approximately 36,000. The system consists of approximately 112 miles of pipelines and serves potable water to a 3.88-square-mile area. Manhattan Beach's water system is comprised of four pump stations, two storage reservoirs, one elevated storage tank, and two water supply wells. There are currently three available water supply sources; Metropolitan Water District provides treated surface water to WBMWD for distribution, groundwater provided by a City-owned and operated well, and reclaimed water supplied for landscaping irrigation from WBMWD. In addition, there are interconnections with the City of El Segundo and the California Water Service Company that can be activated within a matter of minutes in an emergency situation to supply two-thirds of Manhattan Beach's daily needs. Manhattan Beach obtains approximately 81 percent of its water supply from WBMWD surface water, 15 percent from groundwater, and 4 percent from recycled water.<sup>23</sup> The refined Library would be smaller than the Library component analyzed in the certified EIR, and would demand less water. The City of Manhattan Beach manages and operates the domestic water system. Metropolitan has carried out a number of planning initiatives to ensure supply reliability. These include the Integrated Resources Plan (IRP) and the Water Surplus and Drought Management (WSDM) Plan. Metropolitan's 2005 Regional Urban Water Management Plan (Draft) indicates that Metropolitan plans to be able to provide 100 percent reliability for the supply demanded by its member agencies through 2025. The refined Library would construct a smaller Library than analyzed in the certified EIR, and would thus demand less water. In any event, given the

<sup>22</sup> City of Manhattan Beach, *Manhattan Beach General Plan* (adopted December 2, 2003), Infrastructure Element.

<sup>23</sup> City of Manhattan Beach, *Manhattan Beach Urban Water Management Plan* (January 2006).

reliability of the water supplies as indicated by Metropolitan, it is not expected that the refined Library would demand water in excess of existing entitlements. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to water supply than as analyzed in the certified EIR.<sup>24</sup> No mitigation is required.

**(e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

The certified EIR identified no impacts related to wastewater treatment, concluding that there would be adequate wastewater treatment capacity to serve the approved project. The Los Angeles County Sanitation Districts own, operate, and maintain approximately 1,400 miles of sewers—ranging from 8 to 144 inches in diameter—that convey approximately 500 million gallons per day of wastewater to eleven wastewater treatment plants.<sup>25</sup> Wastewater generated at the project site would be conveyed via the City of Manhattan Beach's sewer collection system to an LACSD trunk sewer that crosses the City. Wastewater would then be treated at the LACSD's Joint Water Pollution Control Plant. The facility provides both primary and secondary treatment for approximately 300 million gallons of wastewater per day. These facilities have sufficient capacity to accommodate the flows from the refined Library.<sup>26</sup> Low-flow plumbing fixtures would be installed in the refined Library, which would further reduce the demand for water and wastewater generation. The refined Library is smaller than the approved Library component, and would thus generate less wastewater, as noted above. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to wastewater treatment capacity than as analyzed in the certified EIR. No mitigation is required.

**(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

The certified EIR identified no impacts related to solid waste and scoped this issue out from further analysis. As the refined Library would be smaller than the approved Library component, it would generate less solid waste than identified in the certified EIR. A library of this size would not be expected to generate substantial amounts of solid waste to be disposed of in local landfills. The City of Manhattan Beach administers recycling programs and encourages the separation of recyclables prior to trash collection. Non-residential uses are encouraged to recycle through an incentive program that establishes the fee charged for waste hauling. It is expected that the refined Library would promote recycling efforts in accordance with both the MBMC and the Los Angeles County Municipal Code. For construction waste, Chapter 20.87 of the Los Angeles County Municipal Code requires that at least 50 percent of all soil, rock, and gravel and other construction and demolition debris removed from a project site must be recycled or reused. In addition, a Recycling and Reuse Plan must be submitted to the Department of Public Works, Environmental Programs Division, after an application for a building permit has been filed. A solid waste management fee would be payable to the County to support the County's implementation of the Integrated Waste Management Plan.

<sup>24</sup> Ibid.

<sup>25</sup> Los Angeles County Sanitation Districts, Wastewater Collection Systems, [http://www.lacsd.org/about/wastewater\\_facilities/wastewater\\_collection\\_system.asp](http://www.lacsd.org/about/wastewater_facilities/wastewater_collection_system.asp) (accessed March 15, 2012).

<sup>26</sup> Ken Rademacher, verbal communication with Plant Manager, Los Angeles County Joint Pollution Control Plant (March 15, 2012).

Approximately 2,600 cubic yards of soil would be exported during construction, which would be disposed of in servicing landfills. The refined Library would be smaller than the approved Library component and would be anticipated to generate less solid waste. The impact of the refined Library would be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to solid waste disposal than as analyzed in the certified EIR. No mitigation is required.

**(g) Comply with federal, state, and local statutes and regulations related to solid waste?**

The certified EIR identified no impacts related to compliance with solid waste regulations. The certified EIR complies with all regulations related to solid waste. The refined Library would comply with the provisions of the Los Angeles County Municipal Code with regard to recycling and disposal of solid waste. There would continue to be no impact as a result of the refined Library. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to compliance with statutes and regulations related to solid waste than as analyzed in the certified EIR.

**(h) Require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact?**

The certified EIR did not perform an analysis of energy production or transmission facilities. The refined Library would replace an existing library use and, while it would be larger than the existing Library, the refined Library would be smaller than the Library evaluated in the certified EIR, which found the impact to energy would be less than significant for the entire approved project (including the Police/Fire facility and the Metlox Development). The refined Library would be LEED Gold certified and more energy efficient than the existing Library. Energy demand would be lower than the larger approved Library studied in the certified EIR. It is anticipated that the energy demand of the refined Library would be incrementally small and would, therefore, be less than significant. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts with regard to energy production or transmission facilities than as analyzed in the certified EIR. No mitigation is required.

### **3.18 MANDATORY FINDINGS OF SIGNIFICANCE**

The certified EIR did not include this section. This analysis is undertaken to determine if the refined Library would result in new or substantially more adverse significant impacts other than those addressed above from that analyzed in the certified EIR.

The potential for the refined Library to result in new or substantially more adverse significant impacts related to Mandatory Findings of Significance compared to impacts analyzed in the certified EIR was evaluated in relation to three questions recommended for consideration by CEQA Guidelines Appendix G.

Would the refined Library have any of the following effects:

**(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

As discussed herein, the refined Library would not create a new or substantially more adverse significant impact related to degradation of the environment, reduction of habitat, threats to fish or wildlife populations or plant communities, reduction of the number or range of a rare or endangered plant or animal, or elimination of important examples of the major periods of California history or prehistory. As noted in Section 3.4 (Biological Resources) of this document, there are no sensitive, candidate, or special-status species on the Library site, nor are there any bodies of water that would support fish. The project site is not in an established wildlife corridor. There are no wetlands on site. The existing library building is not considered an historical resource and does not represent an example of a major period of California history or prehistory. No impacts to historical resources were identified in the certified EIR, and there would continue to be no impacts to historical resources as a result of the refined Library based on an updated records search. Therefore, the refined Library would not be expected to result in new or substantially more adverse significant impacts related to degradation of the environment, reduction of habitat, threats to fish or wildlife populations or plant communities, reduction of the number or range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

**(b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

CEQA Guidelines Section 15355 defines “cumulative impacts” as “two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.” In general, these impacts occur in conjunction with other related developments whose impacts might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the refined Library in combination with existing development and other expected future growth, the amount and location of growth expected to occur (in addition to the refined Library) must be considered. As stated in CEQA Guidelines Section 15130(b), this reasonably foreseeable growth may be based on either of the following, or a combination thereof:

- A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency
- A summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions

Cumulative impacts are only analyzed with respect to less-than-significant or potentially significant impacts of the refined Library, as the refined Library cannot contribute to potential cumulative impacts if there is no project-level impact. No impacts are identified for the following resource areas; where only certain effects have no impact, they are indicated in parentheses:

- Agricultural and Forest Resources

- Biological Resources (adverse effects on wetlands or riparian habitat; conflicts with Habitat Conservation Plan)
- Geology and Soils (alternative wastewater disposal systems)
- Hazards and Hazardous Materials (hazardous materials sites, risks from airport hazards; risks from wildland fires)
- Hydrology and Water Quality (flood hazard zone; risks of flooding from failure of levee or dam, seiche, tsunami, or mudflow)
- Land Use (division of established community; conflict with Habitat Conservation Plan)
- Mineral Resources
- Noise (from airport or helipad operations)
- Population/Housing
- Public Services (impacts on schools, parks, and other public facilities)
- Recreation
- Transportation/Traffic (parking)
- Utilities (wastewater treatment requirements; compliance with regulations re: solid waste)

For the purposes of this Addendum, the potential cumulative effects of the refined Library are based primarily on a list of completed, approved, and pending projects identified by the City of Manhattan Beach. The cumulative projects in the City that are considered in this evaluation are illustrated in Table 3.18-1 (Cumulative Projects). The City of Manhattan Beach was chosen for the geographic context because this geographic area represents a reasonable range in which most environmental impacts of the refined Library, when combined with other projects, could be expected for a project of this type. For some resources, such as geology and aesthetics, where impacts are site-specific, only those cumulative projects within 0.5 mile of the Library site are considered. For others, such as air quality, hydrology and water quality, and greenhouse gases, where cumulative impacts are more regional in scope, the analysis takes into account both the cumulative projects within the City and build-out of the General Plans of the jurisdictions in the larger identified geographical context.

<b>Table 3.18-1 Cumulative Projects</b>			
<b>No.</b>	<b>Project Address</b>	<b>Project Components</b>	<b>Status</b>
1 <sup>a</sup>	Vons 410 Manhattan Beach Blvd	Includes renovation of Deli and construction of new parking lot (14,000 square feet)	Completed Spring 2011; new parking lot under construction 03/12
2	Manhattan Medical Center 1000 and 1008 Sepulveda	Includes demolition of existing Versailles restaurant to construct a medical space (23,000 square feet), a pharmacy (700 square feet) and a restaurant (1,700 square feet)	Extension; Approved 9/6/11
3	Manhattan Village Mall 3200 Sepulveda	Includes construction of 124,000 square feet retail shopping center	Under environmental review; DEIR expected Summer 2012



<b>Table 3.18-1 Cumulative Projects</b>			
<b>No.</b>	<b>Project Address</b>	<b>Project Components</b>	<b>Status</b>
4	Mixed use 627 Aviation Way	Includes construction of 4 residential condos (7,049 square feet) and office 441 square feet for office	Under construction; to be completed Spring 2012
5	Mixed use building 3912 Highland Ave	Includes demolition of existing apartment and medical space to construct 1 condo and 700 square feet medical space	Approved 9/28/11; in plan check
6	Beach Babies Childcare 1765 Artesia	Includes construction of 5,439 square feet day care	Approved 9/6/11; in plan check
7	Chalk preschool 1030 Manhattan Beach Blvd	Includes construction of 6 new classrooms totaling 4,191 square feet	Approved 03/12; in final plan design
8	Office and Dental 1101 N. Aviation	Includes demolition of existing residential and office use to construct 2,400 square feet of office and 2,500 square feet of dental space	In plan check
9 <sup>a</sup>	American Martyr's Catholic School 1701 Laurel Ave	Includes construction of 5,000 square feet pre K-8th classroom	Under construction; to be completed Summer 2012

SOURCE: City of Manhattan Beach (2012).

a. Located within 0.5 mile of the refined Library site.

Figure 3.18-1 (Cumulative Projects Map) illustrates the location of each of these projects in relation to the Library site. Projects identified as 1 and 9 are within 0.5 mile of the refined Library site. Three projects are under active construction at this time. The refined Library is anticipated to begin construction activities in February 2013, which will last approximately 2 years.

As noted above, a project may have effects that are individually limited but cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Construction of the eight projects in the City of Manhattan Beach currently under review or plan check could overlap with construction of the refined Library project. Most cumulative effects are site-specific or local in scope and do not affect a wide geographic range. Impacts analyzed with cumulative projects within 0.5 mile of the Library site include: Aesthetics, Biological Resources, Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials. Cumulative impacts to Land Use and Planning, Public Services, , and Utilities take into account all cumulative projects within the City of Manhattan Beach, as cumulative development could combine with the refined Library's effects and impact these resource areas or services provided by the City. The analysis of cumulative traffic impacts for the approved project, including the approved Library component, was included in the certified EIR as the Future with Project condition and accounted for a 2 percent ambient growth factor. The cumulative analysis of noise impacts includes those projects in the area of increased traffic with which the refined Library's traffic could combine, as identified in the certified EIR.



Figure 3.18-1  
Cumulative Projects Map

Cumulative impacts for other resource areas, such as Air Quality, Hydrology and Water Quality, and Greenhouse Gas Emissions, affect a larger geographic area and are more regional in nature. For air quality, the geographic context would be the South Coast Air Basin, and the cumulative impact analysis take into account build-out of the General Plans of all counties within the South Coast Air Basin, including all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County.

Cumulative impacts to Hydrology and Water Quality take into account all cumulative development in the Dominguez Watershed, which would include the projects in Table 3.18-1 in addition to build-out of the General Plans of Carson, Compton, El Segundo, Gardena, Hawthorne, Inglewood, Lawndale, Lomita, Long Beach, Los Angeles, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, Torrance, Port of Long Beach, Port of Los Angeles, and small unincorporated areas of Los Angeles County contained within these municipalities. The analysis of GHG emissions is, by its nature, cumulative in scope and already considers global development. Therefore, the discussion contained in Subsection 3.7, above, covers the analysis of GHG cumulative impacts; as noted, the refined Library would not result in a significant impact with regard to GHG emissions during construction or operation.

In a regional context, the incremental contribution of the refined Library to any impacts related to Air Quality and Hydrology and Water Quality would not be considerable. Construction and operation of the refined Library would not contribute to an air quality violation or result in a cumulatively considerable contribution to emissions of criteria pollutants or greenhouse gas emissions. The refined Library would not result in a cumulatively considerable contribution to water quality impacts, as mitigation measures would be implemented as well as BMPs on site to minimize polluted runoff to the storm drain system. All of these impacts are less than significant for the refined Library and the refined Library would not make a cumulatively considerable contribution to impacts in these issue areas.

With respect to cumulative impacts to Noise and Traffic, the refined Library would result in fewer vehicular trips than the larger approved Library, with a resulting decrease in operational noise. Lastly, the refined Library would not contribute substantial trips to the roadway system that would have an adverse impact on the local or regional transportation system. These impacts would not be cumulatively considerable. The refined Library would be designed and constructed in accordance with all applicable codes, policies, ordinances, and regulations to prevent or minimize environmental degradation. Impacts to these resources from the refined Library would not contribute to cumulative impacts in the area. The refined Library would include mitigation measures from the certified EIR to avoid or minimize environmental impacts to Aesthetics, Air Quality, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, and Traffic. When the potential impacts of the refined Library are viewed in connection with past, present and future projects, its impacts would not be considered cumulatively considerable because each of the projects listed in Table 3.18-1 would be subject to the City's permitting and environmental review process and would include project-specific measures to reduce environmental impacts. The cumulative impacts of the refined Library are, therefore, considered less than significant.

**(c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

As required by CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or

indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, construction effects, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, neighborhood effects, noise, public services, recreation, transportation/traffic, and utilities/service systems, which are addressed in this Addendum. As noted in the foregoing evaluation, the refined Library would result in no significant adverse effects on human beings, either directly or indirectly.

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## SECTION 4.0 CONCLUSION

A review of all of the environmental impacts associated with the refined Library and a comparison with the approved Library component analyzed in the certified EIR was conducted. Based on the project description, the surrounding environmental setting, and an evaluation of any significant or substantial changes, all of which are discussed in Section 3.0, there are no further impacts that are significant or increased in severity associated with the refined Library beyond those evaluated in the certified EIR.

With respect to the refined Library, there are:

1. No substantial changes proposed in the refined Library that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. No substantial changes with respect to the circumstances under which the refined Library is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - a. The refined Library will have one or more significant effects not discussed in the previous EIR;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the refined Library, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Therefore, in accordance with CEQA Guidelines Sections 15164 and 15162, an Addendum has been prepared to the previously certified EIR, Civic Center/Metlox Development Environmental Impact Report, SCH No. 99121090, certified by the City of Manhattan Beach on April 17, 2001. The refined Library would not result in a significant effect on the environment. All potentially significant effects (a) have been analyzed adequately in the certified EIR and Addendum pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the certified EIR and Addendum. Applicable mitigation measures adopted as part of the certified EIR will be applied to the refined Library to continue to ensure that impacts remain below the level of significance except as noted in the EIR for the entire approved project. No additional mitigation or revised mitigation is warranted to address project-specific and cumulative impacts of the refined Library. Therefore, no further environmental analysis is required.



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## SECTION 5.0 REFERENCES

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**Appendix A   Air Quality and Greenhouse Gas Technical  
Memorandum and CalEEMod Operational  
Output**



## Memorandum

To: Jason Kim, County of Los Angeles, Department of Public Works

From: Alison Rondone and Heather Dubois, Atkins

Date: January 30, 2012

Subject: Air Quality and Climate Change Technical Memorandum for the Manhattan Beach County Library Project Environmental Evaluation

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This memorandum presents the results of the air quality and climate change evaluation prepared for the Manhattan Beach County Library Project (project). The environmental analysis presented in this memo follows the methodology and thresholds as set forth by the South Coast Air Quality Management District (SCAQMD) and the California Environmental Quality Act (CEQA) Guidelines.

The project was previously evaluated in the Civic Center/Metlox Development EIR certified by the City of Manhattan Beach on April 17, 2001. The originally proposed Library consisted of a partial redevelopment of the Civic Center site, including the demolition and reconstruction of the Police, Fire Department facilities and Public Library Building, and development of an adjacent mixed-use commercial project (i.e., Metlox Development). The Library component as originally proposed consisted of an approximately 40,000-square-foot (sf) structure with roughly 30,000 sf for Library space and 10,000 sf for a 99-seat Cultural Arts Center.

Since certification of the original EIR, the design of the Library has been revised. The refined Library is to implement a portion of the City of Manhattan Beach Facilities Strategic Plan by replacing the existing single-story 12,188 sf Library with a new two-story 21,500 sf Library on the existing Library site at 1320 Highland Avenue.

CEQA permits earlier analysis to be used where a CEQA document has adequately analyzed an effect. However, where new potential impacts or impacts greater than were previously analyzed may occur a project must be reanalyzed. In the case of the refined Library, an air quality analysis was previously conducted and, therefore, the analysis will compare the refined Library to the approved Library, as well as the SCAQMD thresholds to determine significance. The original EIR did not, however, analyze project contribution to climate change impacts. Therefore, with respect to greenhouse gas emissions and climate change, the following analysis will compare the refined Library's anticipated emissions to SCAQMD guidelines and proposed thresholds.

The analysis is separated into two parts, the first addressing air quality and the second climate change impacts.



## 1. Air Quality

Under the Clean Air Act, both national and state Air Quality Standards (NAAQS/CAAQS) have been established for the six major criteria pollutants of carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), ozone (O<sub>3</sub>), particulate matter (PM<sub>10</sub>/PM<sub>2.5</sub>), sulfur oxides (SO<sub>x</sub>), and lead. Between the certification of the certified EIR and now, some of the standards have been made more restrictive. Table 1 (Summary of Ambient Air Quality in the Proposed Project Vicinity) shows the NAAQS and CAAQS that are in place today. Standards that have changed from the certified EIR are in bold italics and the previous standard is included in parentheses at the end of the standard statement.

Table 1 Summary of Ambient Air Quality in the Proposed Project Vicinity			
Air Pollutants Monitored Within SRA 3	Year		
	2007	2008	2009
<b>Ozone (O<sub>3</sub>)</b>			
Maximum 1-hour concentration measured	0.087 ppm	0.086 ppm	0.077 ppm
Number of days exceeding state 0.09 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured	0.074 ppm	0.075 ppm	0.070 ppm
Number of days exceeding national <b>0.075</b> ppm 8-hour standard (0.080 ppm)	0	0	0
Number of days exceeding state 0.07 ppm 8-hour standard	1	1	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour concentration measured	0.08 ppm	0.09 ppm	0.08 ppm
Number of days exceeding state 0.18 ppm 1-hour standard	0	0	0
Annual average	0.014 ppm	0.014 ppm	0.0159 ppm
Number of days exceeding state 0.03 ppm annual average	0	0	
Number of days exceeding national 0.0534 ppm annual average	0	0	--
<b>Carbon Monoxide (CO)</b>			
Maximum 1-hour concentration measured	3 ppm	4 ppm	2 ppm
Number of days exceeding national 35.0 ppm 1-hour standard	0	0	0
Number of days exceeding state 20.0 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured	2.4 ppm	2.5 ppm	1.8 ppm
Number of days exceeding national 9.0 ppm 8-hour standard	0	0	0
Number of days exceeding state 9.0 ppm 8-hour standard	0	0	0

Table 1 Summary of Ambient Air Quality in the Proposed Project Vicinity			
Air Pollutants Monitored Within SRA 3	Year		
	2007	2008	2009
<b>Suspended Particulates (PM<sub>10</sub>)</b>			
Maximum 24-hour concentration measured	96 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>	52* µg/m <sup>3</sup>
Number of days exceeding national 150 µg/m <sup>3</sup> 24-hour standard	0	0	0
Number of days exceeding state 50.0 µg/m <sup>3</sup> 24-hour standard	2	0	1
Annual Average Concentration µg/m <sup>3</sup>	27.7 µg/m <sup>3</sup>	25.6 µg/m <sup>3</sup>	33.2 µg/m <sup>3</sup>
<b>Suspended Particulates (PM<sub>2.5</sub>)*</b>			
Maximum 24-hour concentration measured	82.9 µg/m <sup>3</sup>	57.2 µg/m <sup>3</sup>	63.4 µg/m <sup>3</sup>
Number of days exceeding national <b>35 µg/m<sup>3</sup></b> 24-hour standard (65 µg/m <sup>3</sup> )	12	8	6
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>			
Maximum 24-hour concentration measured	0.02 ppm	0.02 ppm	0.02 ppm
Number of days exceeding state 0.04 ppm 24-hour standard	0	0	0
SOURCE: SCAQMD (2007, 2008, 2009). ppm = parts by volume per million of air; µg/m <sup>3</sup> = micrograms per cubic meter * Data is not available for PM <sub>2.5</sub> at the SRA 3 (Hawthorne) Site. Therefore, data from SRA was used.			

The SCAQMD has established monitoring stations within the South Coast Air Basin (SCAB) to monitor daily emission levels of the criteria pollutants throughout its jurisdiction. The certified EIR provided data from the Hawthorne monitoring stations for 1997 through 1999. The updated emission data is included in Table 1 and updates the project background to show emission levels between 2007 and 2009. The California Air Resources Board (California ARB) does not use data from the Hawthorne site and the SCAQMD has not provided updated pollutant levels at the monitoring stations under their jurisdiction past 2009. Therefore, for consistency with the original EIR, the emissions from 2007 through 2009 were used.

## 1.1 ENVIRONMENTAL ANALYSIS

According to the CEQA Guidelines Implementation of the refined Library may have a significant adverse impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people

As the agency principally responsible for comprehensive air pollution control in the Basin, the SCAQMD recommends that projects should be evaluated in terms of air pollution control thresholds established by the SCAQMD and published in their CEQA Air Quality Handbook. These thresholds were developed by the SCAQMD to provide quantifiable levels so that projects can be compared using the same standards. SCAQMD thresholds are:

<i>Activity</i>	<i>ROG<sup>a</sup></i>	<i>NO<sub>x</sub></i>	<i>CO</i>	<i>SO<sub>2</sub></i>	<i>PM<sub>10</sub></i>	<i>PM<sub>2.5</sub></i>
Construction	75 lbs/day	100 lbs/day	550 lbs/day	150 lbs/day	150 lbs/day	55 lbs/day
LST 1-hr	—	0.18 ppm	20 ppm	—	—	-
LST 8-hr	—	—	9 ppm	—	—	—
LST 24-hr	—	—	—	—	10.4 µg/m <sup>3</sup>	2.5 µg/m <sup>3</sup>
LST -Annual	—	0.03 ppm	—	—	—	—
Operation	55 lbs/day	55 lbs/day	550 lbs/day	150 lbs/day	150 lbs/day	55 lbs/day
CO Hotspot 1-hr	—	—	20 ppm	—	—	—
CO Hotspot 8-hr	—	—	9 ppm	—	—	—

a. ROG = reactive organic gasses, which are ozone precursors

The environmental analysis is structured to follow the CEQA questions related to air quality impacts.

# **1. Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

## **■ Construction Emissions**

A detailed construction schedule was not provided for the proposed development, so default values for construction were used in the California Emissions Estimator Model (CalEEMod) to determine construction emissions for the proposed 21,500 sf Library. Emissions were based on an approximately 2-year construction schedule to begin in December 2012 with demolition activities and end in December 2014 with the grand opening. The refined Library is assumed to disturb the whole site daily (the site is less than 1 acre) during grading activities.

The certified EIR estimated construction emissions for the entire Civic Center/Metlox Development which included not only the Library, but also police and fire stations and the Metlox development. Further the original EIR was estimated based on spreadsheet calculations instead of URBEMIS, the emissions model available at the time of the report. Because the original EIR did not call out the construction emissions that would be associated specifically with the Library's development and because CalEEMod is the currently recommended estimation model, emissions for the construction of the 40,000 sf Library building were also modeled.

Table 2 (Construction Emissions [lbs/day]) shows the comparison between the original EIR, the proposed Library, and the SCAQMD significance thresholds. CalEEMod construction output is included as Attachment A (Construction-Related CalEEMod Output). As shown, the proposed

Library results in fewer emissions than anticipated from the original Library proposed in the certified EIR. In addition, the proposed Library is ***less than significant*** with respect to the SCAQMD thresholds.

<b>Table 2 Construction Emissions (lbs/day)</b>						
<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Original EIR	23.26	32.27	23.48	0.04	2.82	2.30
Proposed Library	13.65	31.70	22.67	0.04	2.77	2.28
SCAQMD Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Although the refined Library is less than significant without mitigation, the following mitigation measures were certified with the certified EIR and, therefore, still apply to the construction of the proposed Library.

- AQ-1 *The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.*
- AQ-2 *Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.*
- AQ-3 *All haul trucks shall either be covered or maintained within 2 feet of free board.*
- AQ-4 *All haul trucks shall have a capacity of no less than 14 cubic yards.*
- AQ-5 *All unpaved parking or staging areas shall be watered at least four times daily.*
- AQ-6 *Site access points shall be swept/washed within 30 minutes of visible dirt deposition.*
- AQ-7 *On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.*
- AQ-8 *Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.*
- AQ-9 *Carpooling for construction workers shall be encouraged.*

## ■ Operational Emissions

The operational emissions for the refined Library were determined using project specific information including building size and trip rates as provided. Trip rates for the refined Library were taken directly from the certified EIR for consistency as indicated in the traffic study. Emissions were based on a build-out year of 2014.

The original EIR was modeled using URBEMIS 7G version 3.1. This is an old version of URBEMIS and has different vehicle emission factors. Because the model used in the original

analysis is outdated, the Library portion of the original project was remodeled using CalEEMod to be consistent with the refined Library modeling.

The project currently has an operating Library on the site where the new Library will be constructed. Because the Library is in operation as of this analysis, and will continue to operate during construction (Library operations will continue through a bookmobile or at an offsite location while the new Library is constructed), the operational emissions associated with the existing building are considered to be part of the existing environment and therefore the project would be replacing those emissions and then adding or removing emissions based on the results of the analysis. Therefore in order to determine the net emissions from the refined Library, the existing Library was also modeled using CalEEMod.

Table 3 (Operational Emissions [lbs/day]) shows the results of the criteria pollutant analysis. As seen, the reduced size of the refined Library with respect to the approved certified EIR will result in a reduction of emissions from what was originally analyzed. The CalEEMod operational output is included in Attachment A. In addition, the refined Library is less than significant with respect to the SCAQMD thresholds.

<b>Table 3 Operational Emissions (lbs/day)</b>						
<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Existing	1.41	2.43	10.00	0.01	1.37	0.09
Original Library	4.00	6.54	26.09	0.04	4.49	0.28
Existing Library	2.59	4.11	16.09	0.03	3.12	0.19
Proposed Library	2.15	3.51	14.02	0.02	2.41	0.15
Proposed Library—Existing	0.74	1.08	4.02	0.01	1.04	0.06
SCAQMD Threshold	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Because the refined Library reduces emissions from the previously certified EIR, and construction emissions are less than significant with respect to SCAQMD thresholds, the refined Library is not anticipated to violate any air quality standard or to contribute significantly to an existing air quality violation. Emissions from the refined Library are, therefore, ***less than significant***.

**2. Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

The certified EIR identified less-than-significant impacts with mitigation regarding a cumulatively considerable net increase of criteria pollutants. The refined Library component would not create a new or substantially more adverse significant impact to air quality in relation to a cumulatively

considerable net increase of any criteria pollutant for which the project is in nonattainment. The refined Library component is located within the Basin, which is in nonattainment for both federal and state ozone standards, carbon monoxide standards, and particulate matter. During the construction phase, emissions resulting from the operation of construction equipment may include ozone-precursor emissions and other criteria pollutants.

The project area is an urban setting that is fully developed. Emissions from construction activities are localized such that impacts are restricted to the local vicinity of the project. There are two known cumulative projects and one potential construction project anticipated within a quarter-mile of the project site. However, because the Manhattan Beach Work Lofts project has been completed it would not have any construction emissions. Also, the construction project at the Vons on Manhattan Beach Boulevard consists of renovations to the deli section and reconstruction of the parking lot, emissions from this project are anticipated to be less than emissions from the refined Library Component construction due to the intensity of this type of construction. Further, construction emissions for the refined Library component would be temporary, would vary by construction phase, and as a worst case are well below SCAQMD thresholds. Even in combination with the Vons project, the doubling of project emissions (assuming worst case Vons emission potential) will not exceed SCAQMD thresholds. In addition, In addition, the net operational emissions from the proposed Library are well below the individual project thresholds and would not be considered to have a cumulative impact. Because there are no known future projects within the area, and the refined Library is less than significant with respect to criteria pollutant emissions, and the refined Library emissions are less than those certified in the certified EIR, the refined Library would be ***less than cumulatively considerable***.

### **3. Would the proposed project expose sensitive receptors to substantial pollutant concentrations?**

#### **■ CO Hotspot Analysis**

The original EIR provided a CO analysis based on anticipated build-out of the refined Library and concluded that emissions would range from 10.3 to 13.4 ppm for 1-hour and 7.2 to 9.4 ppm for 8-hour. While the 9.4 ppm exceeds the State standard, of 9ppm, the incremental contribution would only be 0.45 ppm, which is less than the 1 ppm threshold for incremental significance. Therefore the certified project concluded that CO hot spot analysis was less than significant.

The proposed Library would result in less vehicle traffic than anticipated with the certified EIR and, according to the Traffic Analysis Technical Memorandum for the Refined Manhattan Beach Library Project (Attachment E to this Addendum), cumulative traffic is reduced from what was anticipated in the certified EIR. Because of the reduced traffic volumes both cumulatively and at a project level, the refined Library would result in fewer emissions than originally identified and would therefore remain a ***less-than-significant*** impact.

#### **■ LST Analysis**

A Localized Significance threshold analysis was not conducted with the certified EIR; however, it is part of the current SCAQMD regulatory requirements for activities. Because the refined

Library is less than 5 acres, the SCAQMD LST look-up tables were used to evaluate the potential impacts to nearby sensitive receptors.

Table 4 (LST Analysis [lbs/day]) shows the results of the screening table analysis. Based on the level of construction activity on site, the refined Library is not anticipated to exceed any of the SCAQMD thresholds. Therefore, the refined Library is anticipated to have a **less-than-significant** impact with respect to LST analysis.

<b>Table 4 LST Analysis (lbs/day)</b>					
<b>Source</b>		<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Project Construction Emissions		22.67	31.70	2.77	2.28
SCAQMD Screening Thresholds	25 meters	664	91	5	3
	50 meters	785	90	14	5
	100 meters	1,156	107	28	9
	200 meters	2,228	139	56	21
	500 meters	7,269	218	140	75
Significant?		No	No	No	No

## ■ TAC Analysis

Toxic air contaminants (TACs) result from both construction and operational emissions. TACs of potential concern within the project area include diesel particulate matter, a form of PM emitted mostly from diesel-powered equipment during construction activities, and chemicals emitted from the industrial uses within the City.

During construction, diesel particulate matter, a carcinogen, is the greatest TAC of concern. However, construction of individual development projects pursuant to the proposed plan would be short-term in nature. Estimation of the cancer risk from diesel particulate matter assumes long-term exposure to the pollutant of concern. Therefore, the health risk from air pollutants generated during construction is anticipated to be less than significant.

Operational activities at the Library would not result in the generation of any TACs and therefore would not have the potential to impact nearby sensitive receptors. Conversely, the Library is not a sensitive receptor and, therefore, would not be impacted by the operation of TAC sources within the vicinity of the project site. Therefore, the refined Library is anticipated to be **less than significant** with respect to the generation of or proximity to TAC emissions.

## 4. Would the project create objectionable odors affecting a substantial number of people?

Odors emanate from trace substances within the air that can be perceived by the sense of smell. This analysis focuses on objectionable odors. Although almost any land use has the potential to emit odors, some land uses are more likely to produce odors because of their operations. Land uses that are known to have the potential to emit odors include: agriculture,



chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The certified EIR did not discuss odor impacts, however the construction of a Library is not considered to be a potential source of odors. The refined Library would not be anticipated to result in objectionable or other odors therefore the refined Library would have **No Impact** with respect to odors.

## 5. Would Implementation of the proposed project conflict with or obstruct implementation of applicable air quality plans?

The refined Library would be considered to be consistent with the Air Quality Management Plan if it:

- Will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations or the delay in the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP; or
- Will not exceed the assumption in the AQMP in 2010 or increments based on the year of project build-out phase.

The certified EIR concluded that the daily construction and operational emissions were not anticipated to exceed the SCAQMD significance thresholds and therefore the approved project would not result in an increase in the frequency or severity of existing violations, would not cause a new violation or delay the attainment of air quality standards. Further, the certified EIR concluded that the approved Library was not growth-inducing and would result in an insufficient number of jobs to question the employment forecasts as adopted by SCAG and therefore would not exceed the AQMP assumptions. Therefore, the certified EIR concluded that the approved Library would not conflict with or obstruct the AQMP and would have a less-than-significant impact.

The refined Library will result in the construction of 18,500 sf of Library space less than what was identified in the certified EIR, and, therefore, would result in fewer emissions of criteria pollutants during the construction and operation of the Library. Because the certified EIR resulted in a less than significant impact and the refined Library reduces the size of the development as well as the associated construction and operational emissions, the construction and operation would result in less impacts than the certified EIR and, therefore, would also result in a **less-than-significant** impact.

## 2. Climate Change

The refined Library site is located in the city of Manhattan Beach which is located within the SCAB, named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. This 6,600-square-mile area includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Climate change within the Basin is

influenced by a wide range of emission sources, such as utility usage, heavy vehicular traffic, industry, and meteorology.

Parts of the Earth's atmosphere act as an insulating blanket of just the right thickness, trapping sufficient solar energy to keep the global average temperature in a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone (O<sub>3</sub>), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the Earth's temperature to rise. A warmer Earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Global climate change is addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly and individually to understand and regulate the effects of greenhouse gas emissions and resulting climate change through legislation, regulations, planning, policy-making, education, and a variety of programs. The following represent those that are significant to the climate change analysis herein.

**U.S. Environmental Protection Agency:** The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO<sub>2</sub> gases, agricultural practices, and implementation of technologies to achieve GHG reductions.

**California Air Resources Board:** California ARB, a part of the California EPA (Cal/EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, California ARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. California ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. California ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

**Assembly Bill (AB) 32, The California Global Warming Solutions Act of 2006:** In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHGs in California to 1990 levels by 2020. California ARB has determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO<sub>2</sub>e. California ARB has adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit set by AB 32. This Scoping Plan proposes a comprehensive set of

actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health.

**South Coast Air Quality Management District:** SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan as less than significant.

As part of the SCAQMD Working Group, the District has proposed interim screening values for residential, commercial, and mixed-use projects. For residential projects the threshold is set at 3,500 MT CO<sub>2</sub>e/year, for commercial the threshold is 1,400 MT CO<sub>2</sub>e/year, and for mixed-use the threshold is 3,000 MT CO<sub>2</sub>e/year. These screening levels are based on a 90% capture rate, or that 90% of the proposed projects would exceed these levels and need to be further evaluated. These thresholds are designed to meet the AB 32 goals and to continue to provide reductions within the district beyond 2020.

## 2.1 ENVIRONMENTAL ANALYSIS

According to the current CEQA Guidelines, implementation of the refined Library may have a significant adverse impact on climate change if it would:

- Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Neither the SCAQMD nor the CEQA Guidelines have established numeric or qualitative thresholds of significance for greenhouse gas emissions. The CEQA Guideline Amendments, adopted in December 2010, state that each local lead agency must develop its own significance criteria based on local conditions, data, and guidance from public agencies and other sources. However, the SCAQMD has proposed screening level thresholds by which to judge the significance of a proposed project.

For the purposes of this analysis, the screening level threshold of 1,400 MT CO<sub>2</sub>e per year will be used to evaluate the potential impacts of operating the refined Library, because institutional uses such as libraries are more closely associated with commercial emission sources than residential sources. Should emissions exceed the screening level threshold then compliance with AB 32 will be used in evaluating the refined Library's incremental contribution to global warming impacts. AB 32, the California Global Warming Solutions Act of 2006, requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. The 2020 reduction target equates to a decrease of approximately 29 percent below the current business-as-usual (BAU) emissions. BAU is defined as the anticipated emissions from a project not

accounting for anticipated laws or project features that will reduce construction or operational emissions from the refined Library.

The environmental analysis is structured to follow the CEQA questions related to climate change impacts.

**1. Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Implementation of the refined Library would generate greenhouse gases through the construction and operation of a new commercial use. GHG emissions from the revised project would specifically arise from project construction and from sources associated with project operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. Emissions from these sources were estimated using the CalEEMod model based on default emission factors and land use consumption and generation rates. Following the SCAQMD recommendations, construction emissions would be amortized over an anticipated 30-year structure lifetime and added to the operational emissions to provide a complete average annual emissions estimate.

Emissions of greenhouse gases are presented in terms of metric tons of CO<sub>2</sub> equivalents (MT CO<sub>2</sub>e). CO<sub>2</sub>e is the combination of all greenhouse gas impacts when normalized by comparing the effects of the impacts of each individual gas to that of a reference gas (CO<sub>2</sub>). This metric allows for the representation of greenhouse gas impacts as a single number. Table 5 (Construction-Related GHG Emissions [MT CO<sub>2</sub>e/year]) shows the estimated unmitigated GHG emissions with respect to the revised project. The CalEEMod output is included as Attachment B (GHG-Related CalEEMod Output).

<b>Table 5 Construction-Related GHG Emissions (MT CO<sub>2</sub>e/year)</b>	
<b>Source</b>	<b>Proposed</b>
Total Construction Emissions	488.67
Amortized Construction <sup>a</sup>	16.29

SOURCE: Atkins, 2012.

- a. SCAQMD recommends that construction emissions be included with operational emissions to give a more complete picture of GHG emissions associated with the project. The SCAQMD recommends that these emissions be amortized over a projected building lifespan of 30 years, so that the annual emissions are not overestimated by adding all construction emissions to the initial year. Therefore, construction emissions reported here are the annual emissions from CalEEMod amortized over 30 years.

Because the existing Library would continue to operate until construction of the new building is complete, the two years of emissions that would occur during construction activities were conservatively added to the refined Library, similar to construction emissions. While the refined Library is being constructed, the Library would remain functional either through a bookmobile type program or from a temporary building located within the Civic Center. Although the exact

emissions from this temporary activity cannot be determined, the emissions were estimated by amortizing two years of operational emissions from the existing Library over the anticipated 30-year life of the refined Library. Further, because the existing Library was constructed before 2005, the historic emission factors for the existing Library were used.

After the new Library is complete, the temporary Library would be discontinued. By constructing the new Library, the refined Library would replace these emissions. Therefore, in order to determine net project emissions the emissions from the existing project were subtracted from emissions from the refined Library, plus the amortized construction and temporary Library emissions.

Table 6 shows the results of the CalEEMod modeling. Based on these emissions, the refined Library would result in less than 1,400 MT CO<sub>2</sub>e/year and, therefore, would be below the SCAQMD's screening-level threshold. Even if the existing emissions were not subtracted from the refined Library, the emissions would not exceed the SCAQMD screening levels. Therefore, the impact from the refined Library on GHG emissions would be ***less than significant***.

<b>Table 6 GHG Emissions (MT CO<sub>2</sub>e/year)</b>		
<b>Source</b>	<b>Existing<sup>a</sup></b>	<b>Proposed</b>
Area	0.00	0.00
Energy	48.89	83.13
Mobile	172.54	289.82
Waste	5.11	9.01
Water	3.73	6.58
<i>Subtotal</i>	<i>230.27</i>	<i>388.54</i>
Amortized Construction <sup>b</sup>	—	16.29
Amortized Existing	—	15.35
<i>Subtotal</i>	—	<i>420.18</i>
Existing Library	—	(230.27)
<b><i>Net Total</i></b>	<b><i>—</i></b>	<b><i>189.91</i></b>
SCAQMD Threshold	1,400	1,400
Significant?	No	No

SOURCE: Atkins (2012).

- Existing represents the Library as it is today.
- SCAQMD recommends that construction emissions be included with operational emissions to give a more complete picture of GHG emissions associated with the project. The SCAQMD recommends that these emissions be amortized over a projected building lifespan of 30 years, so that the annual emissions are not overestimated by adding all construction emissions to the initial year. Therefore, construction emissions reported here are the annual emissions from CalEEMod amortized over 30 years.

**2. Would the proposed project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

As discussed previously, the proposed SCAQMD screening-level thresholds are designed such that a 90 percent capture rate is achieved. This 90 percent capture rate means that 90 percent of all development projects would need to incorporate some form of emission reductions in order to reduce emissions. These rates are established to be compliant with the AB 32 threshold of reducing GHG emissions to 1990 levels by 2020.

Because the refined Library is compliant with the SCAQMD screening tables and would incorporate regulatory required mitigation, the refined Library would not conflict with plans, policies or regulations adopted to reduce emissions of greenhouse gases. Therefore the refined Library would result in a ***less-than-significant*** impact.

**Attachments**

The following attachments accompany this memo in support of the data and results described within:

- Attachment A: Construction-Related CalEEMod Output
- Attachment B: GHG-Related CalEEMod Output

## **Attachment A**

### **Daily CalEEMod Output**





**Existing Library**

**Manhattan Beach Library - Existing Emissions**  
**South Coast Air Basin, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	12.19	1000sqft

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	8	<b>Precipitation Freq (Days)</b>	31		

### 1.3 User Entered Comments

Project Characteristics - This represents emissions of the existing library based on 2005 emission standards and building efficiencies and the trip generation rates provided in the 6th edition of the ITE for consistency with the original EIR and IS.

Land Use - Acreage estimated from google earth.

Construction Phase - There is no construction, the building is already built.

Demolition - There is no construction/demolition for an existing building.

Vehicle Trips - Trip rates taken from the Original EIR and IS for consistency. Based on the ITE generation rates from the 6th Edition. Library is closed on Sundays.

Energy Use -

Solid Waste - Puente Hills landfill has a gas to energy system.

Off-road Equipment -

Grading -

Construction Off-road Equipment Mitigation -

## 2.0 Emissions Summary

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### 2.2 Overall Operational

#### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
Mobile	1.06	2.25	9.89	0.01	1.29	0.08	1.37	0.02	0.07	0.09		1,300.46		0.07		1,302.03
<b>Total</b>	<b>1.39</b>	<b>2.32</b>	<b>9.95</b>	<b>0.01</b>	<b>1.29</b>	<b>0.08</b>	<b>1.38</b>	<b>0.02</b>	<b>0.07</b>	<b>0.10</b>		<b>1,387.28</b>		<b>0.07</b>	<b>0.00</b>	<b>1,389.38</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
Mobile	1.06	2.25	9.89	0.01	1.29	0.08	1.37	0.02	0.07	0.09		1,300.46		0.07		1,302.03
Total	1.39	2.32	9.95	0.01	1.29	0.08	1.38	0.02	0.07	0.10		1,387.28		0.07	0.00	1,389.38

## 3.0 Construction Detail

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### 3.1 Mitigation Measures Construction

## 4.0 Mobile Detail

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### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.06	2.25	9.89	0.01	1.29	0.08	1.37	0.02	0.07	0.09		1,300.46		0.07		1,302.03
Unmitigated	1.06	2.25	9.89	0.01	1.29	0.08	1.37	0.02	0.07	0.09		1,300.46		0.07		1,302.03
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	229.90	207.84	0.00	328,646	328,646
Total	229.90	207.84	0.00	328,646	328,646

## 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
NaturalGas Unmitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	737.958	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
<b>Total</b>		<b>0.01</b>	<b>0.07</b>	<b>0.06</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>86.82</b>		<b>0.00</b>	<b>0.00</b>	<b>87.35</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	0.737958	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
<b>Total</b>		<b>0.01</b>	<b>0.07</b>	<b>0.06</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>86.82</b>		<b>0.00</b>	<b>0.00</b>	<b>87.35</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>



## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.32</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.32</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 7.0 Water Detail

### **7.1 Mitigation Measures Water**

## **8.0 Waste Detail**

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### **8.1 Mitigation Measures Waste**

## **9.0 Vegetation**

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**Manhattan Beach Library - Existing Emissions**  
**South Coast Air Basin, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	12.19	1000sqft

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	8	<b>Precipitation Freq (Days)</b>	31		

### 1.3 User Entered Comments

Project Characteristics - This represents emissions of the existing library based on 2005 emission standards and building efficiencies and the trip generation rates provided in the 6th edition of the ITE for consistency with the original EIR and IS.

Land Use - Acreage estimated from google earth.

Construction Phase - There is no construction, the building is already built.

Demolition - There is no construction/demolition for an existing building.

Vehicle Trips - Trip rates taken from the Original EIR and IS for consistency. Based on the ITE generation rates from the 6th Edition. Library is closed on Sundays.

Energy Use -

Solid Waste - Puente Hills landfill has a gas to energy system.

Off-road Equipment -

Grading -

Construction Off-road Equipment Mitigation -

## 2.0 Emissions Summary

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### 2.2 Overall Operational

#### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
Mobile	1.09	2.43	10.00	0.01	1.29	0.08	1.37	0.02	0.08	0.09		1,209.67		0.08		1,211.27
<b>Total</b>	<b>1.42</b>	<b>2.50</b>	<b>10.06</b>	<b>0.01</b>	<b>1.29</b>	<b>0.08</b>	<b>1.38</b>	<b>0.02</b>	<b>0.08</b>	<b>0.10</b>		<b>1,296.49</b>		<b>0.08</b>	<b>0.00</b>	<b>1,298.62</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
Mobile	1.09	2.43	10.00	0.01	1.29	0.08	1.37	0.02	0.08	0.09		1,209.67		0.08		1,211.27
Total	1.42	2.50	10.06	0.01	1.29	0.08	1.38	0.02	0.08	0.10		1,296.49		0.08	0.00	1,298.62

## 3.0 Construction Detail

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### 3.1 Mitigation Measures Construction

## 4.0 Mobile Detail

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### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.09	2.43	10.00	0.01	1.29	0.08	1.37	0.02	0.08	0.09		1,209.67		0.08		1,211.27
Unmitigated	1.09	2.43	10.00	0.01	1.29	0.08	1.37	0.02	0.08	0.09		1,209.67		0.08		1,211.27
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	229.90	207.84	0.00	328,646	328,646
Total	229.90	207.84	0.00	328,646	328,646

## 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
NaturalGas Unmitigated	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	737.958	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
<b>Total</b>		<b>0.01</b>	<b>0.07</b>	<b>0.06</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>86.82</b>		<b>0.00</b>	<b>0.00</b>	<b>87.35</b>



## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	0.737958	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01		86.82		0.00	0.00	87.35
<b>Total</b>		<b>0.01</b>	<b>0.07</b>	<b>0.06</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>86.82</b>		<b>0.00</b>	<b>0.00</b>	<b>87.35</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.32	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.32</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.08					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.24					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.32</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 7.0 Water Detail

## **7.1 Mitigation Measures Water**

## **8.0 Waste Detail**

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### **8.1 Mitigation Measures Waste**

## **9.0 Vegetation**

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**Original Library**

**Manhattan Beach Library - Approved Emissions**  
**South Coast Air Basin, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	40	1000sqft

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	8	<b>Precipitation Freq (Days)</b>	31		

### 1.3 User Entered Comments

Project Characteristics -

Land Use - Acreage based on Google Earth

Construction Phase - Construction based on Project description and estimated schedule

Off-road Equipment - Default construction info used

Demolition - size based on original library size

Vehicle Trips - Based on trip rate from original EIS/EIR for consistency. Library closed on Sunday

Solid Waste - Puente hills landfill has a gas-to-energy facility

Grading - acreage estimated from google earth

Construction Off-road Equipment Mitigation -

## 2.0 Emissions Summary

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### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.27	15.41	10.65	0.02	1.60	1.17	2.77	0.00	1.17	1.17	0.00	1,655.75	0.00	0.20	0.00	1,660.02
2013	4.82	32.19	23.48	0.04	1.60	2.30	2.82	0.42	2.29	2.30	0.00	3,919.51	0.00	0.43	0.00	3,928.56
2014	23.25	18.95	14.42	0.03	0.33	1.20	1.53	0.01	1.20	1.21	0.00	2,628.03	0.00	0.24	0.00	2,633.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 2.1 Overall Construction (Maximum Daily Emission)

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.27	15.41	10.65	0.02	1.50	1.17	2.67	0.00	1.17	1.17	0.00	1,655.75	0.00	0.20	0.00	1,660.02
2013	4.82	32.19	23.48	0.04	1.50	2.30	2.82	0.19	2.29	2.30	0.00	3,919.51	0.00	0.43	0.00	3,928.56
2014	23.25	18.95	14.42	0.03	0.33	1.20	1.53	0.01	1.20	1.21	0.00	2,628.03	0.00	0.24	0.00	2,633.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA



## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
Mobile	2.84	6.11	25.74	0.04	4.23	0.25	4.49	0.06	0.22	0.28		4,062.55		0.16		4,065.96
<b>Total</b>	<b>3.92</b>	<b>6.34</b>	<b>25.94</b>	<b>0.04</b>	<b>4.23</b>	<b>0.25</b>	<b>4.51</b>	<b>0.06</b>	<b>0.22</b>	<b>0.30</b>		<b>4,341.55</b>		<b>0.17</b>	<b>0.01</b>	<b>4,346.66</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
Mobile	2.84	6.11	25.74	0.04	4.23	0.25	4.49	0.06	0.22	0.28		4,062.55		0.16		4,065.96
<b>Total</b>	<b>3.92</b>	<b>6.34</b>	<b>25.94</b>	<b>0.04</b>	<b>4.23</b>	<b>0.25</b>	<b>4.51</b>	<b>0.06</b>	<b>0.22</b>	<b>0.30</b>		<b>4,341.55</b>		<b>0.17</b>	<b>0.01</b>	<b>4,346.66</b>

## 3.0 Construction Detail

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

### 3.2 Demolition - 2012

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15		1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.18</b>	<b>1.15</b>	<b>1.33</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>		<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.50	0.28	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.14		0.00		70.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.70	0.00	0.13	0.00	0.13	0.00	0.00	0.01		109.49		0.01		109.63
<b>Total</b>	<b>0.11</b>	<b>0.56</b>	<b>0.98</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>179.63</b>		<b>0.01</b>		<b>179.82</b>

### 3.2 Demolition - 2012

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15	0.00	1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.08</b>	<b>1.15</b>	<b>1.23</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.50	0.28	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.14		0.00		70.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.70	0.00	0.13	0.00	0.13	0.00	0.00	0.01		109.49		0.01		109.63
<b>Total</b>	<b>0.11</b>	<b>0.56</b>	<b>0.98</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>179.63</b>		<b>0.01</b>		<b>179.82</b>

### 3.2 Demolition - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.18</b>	<b>1.04</b>	<b>1.22</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.04	0.45	0.24	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.37		0.00		70.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.10</b>	<b>0.51</b>	<b>0.88</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>177.63</b>		<b>0.01</b>		<b>177.81</b>

### 3.2 Demolition - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.08</b>	<b>1.04</b>	<b>1.12</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.04	0.45	0.24	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.37		0.00		70.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.10</b>	<b>0.51</b>	<b>0.88</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>177.63</b>		<b>0.01</b>		<b>177.81</b>

### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.77	0.00	0.77	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.77</b>	<b>1.04</b>	<b>1.81</b>	<b>0.41</b>	<b>1.04</b>	<b>1.45</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.64</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>107.26</b>		<b>0.01</b>		<b>107.40</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.35	0.00	0.35	0.19	0.00	0.19						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.35</b>	<b>1.04</b>	<b>1.39</b>	<b>0.19</b>	<b>1.04</b>	<b>1.23</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.64</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>107.26</b>		<b>0.01</b>		<b>107.40</b>

### 3.4 Building construction - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>		<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.10	1.15	0.69	0.00	0.06	0.04	0.10	0.00	0.04	0.04		190.17		0.01		190.28
Worker	0.09	0.09	1.10	0.00	0.22	0.01	0.23	0.00	0.01	0.01		182.35		0.01		182.57
<b>Total</b>	<b>0.19</b>	<b>1.24</b>	<b>1.79</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.33</b>	<b>0.00</b>	<b>0.05</b>	<b>0.05</b>		<b>372.52</b>		<b>0.02</b>		<b>372.85</b>



### 3.4 Building construction - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.10	1.15	0.69	0.00	0.06	0.04	0.10	0.00	0.04	0.04		190.17		0.01		190.28
Worker	0.09	0.09	1.10	0.00	0.22	0.01	0.23	0.00	0.01	0.01		182.35		0.01		182.57
<b>Total</b>	<b>0.19</b>	<b>1.24</b>	<b>1.79</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.33</b>	<b>0.00</b>	<b>0.05</b>	<b>0.05</b>		<b>372.52</b>		<b>0.02</b>		<b>372.85</b>

### 3.4 Building construction - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>		<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.09	1.04	0.63	0.00	0.06	0.04	0.10	0.00	0.03	0.03		190.64		0.00		190.74
Worker	0.09	0.09	1.01	0.00	0.22	0.01	0.23	0.00	0.01	0.01		179.18		0.01		179.39
<b>Total</b>	<b>0.18</b>	<b>1.13</b>	<b>1.64</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.33</b>	<b>0.00</b>	<b>0.04</b>	<b>0.04</b>		<b>369.82</b>		<b>0.01</b>		<b>370.13</b>

### 3.4 Building construction - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.09	1.04	0.63	0.00	0.06	0.04	0.10	0.00	0.03	0.03		190.64		0.00		190.74
Worker	0.09	0.09	1.01	0.00	0.22	0.01	0.23	0.00	0.01	0.01		179.18		0.01		179.39
<b>Total</b>	<b>0.18</b>	<b>1.13</b>	<b>1.64</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.33</b>	<b>0.00</b>	<b>0.04</b>	<b>0.04</b>		<b>369.82</b>		<b>0.01</b>		<b>370.13</b>

### 3.5 Paving - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>		<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.10	1.16	0.00	0.23	0.01	0.24	0.00	0.01	0.01		193.08		0.01		193.31
<b>Total</b>	<b>0.10</b>	<b>0.10</b>	<b>1.16</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>193.08</b>		<b>0.01</b>		<b>193.31</b>

### 3.5 Paving - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>	<b>0.00</b>	<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.10	1.16	0.00	0.23	0.01	0.24	0.00	0.01	0.01		193.08		0.01		193.31
<b>Total</b>	<b>0.10</b>	<b>0.10</b>	<b>1.16</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>193.08</b>		<b>0.01</b>		<b>193.31</b>

### 3.6 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.58					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
<b>Total</b>	<b>21.03</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>		<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00		31.62		0.00		31.66
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>31.62</b>		<b>0.00</b>		<b>31.66</b>

### 3.6 Architectural Coating - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.58					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
<b>Total</b>	<b>21.03</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>	<b>0.00</b>	<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.18	0.00	0.04	0.00	0.04	0.00	0.00	0.00		31.62		0.00		31.66
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>31.62</b>		<b>0.00</b>		<b>31.66</b>

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.84	6.11	25.74	0.04	4.23	0.25	4.49	0.06	0.22	0.28		4,062.55		0.16		4,065.96
Unmitigated	2.84	6.11	25.74	0.04	4.23	0.25	4.49	0.06	0.22	0.28		4,062.55		0.16		4,065.96
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	754.40	682.00	0.00	1,078,413	1,078,413
Total	754.40	682.00	0.00	1,078,413	1,078,413

#### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

#### 5.0 Energy Detail



## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
NaturalGas Unmitigated	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	2371.51	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
<b>Total</b>		<b>0.03</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>		<b>0.00</b>	<b>0.02</b>		<b>0.00</b>	<b>0.02</b>		<b>279.00</b>		<b>0.01</b>	<b>0.01</b>	<b>280.70</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	2.37151	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
<b>Total</b>		<b>0.03</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>		<b>0.00</b>	<b>0.02</b>		<b>0.00</b>	<b>0.02</b>		<b>279.00</b>		<b>0.01</b>	<b>0.01</b>	<b>280.70</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.25					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.79					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>1.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.25					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.79					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>1.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 7.0 Water Detail

### **7.1 Mitigation Measures Water**

## **8.0 Waste Detail**

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### **8.1 Mitigation Measures Waste**

## **9.0 Vegetation**

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**Manhattan Beach Library - Approved Emissions**  
**South Coast Air Basin, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	40	1000sqft

### 1.2 Other Project Characteristics

**Urbanization**      Urban

**Wind Speed (m/s)**      2.2

**Utility Company**      Southern California Edison

**Climate Zone**      8

**Precipitation Freq (Days)**      31

### 1.3 User Entered Comments

Project Characteristics -

Land Use - Acreage based on Google Earth

Construction Phase - Construction based on Project description and estimated schedule

Off-road Equipment - Default construction info used

Demolition - size based on original library size

Vehicle Trips - Based on trip rate from original EIS/EIR for consistency. Library closed on Sunday

Solid Waste - Puente hills landfill has a gas-to-energy facility

Grading - acrege estimated from google earth

Construction Off-road Equipment Mitigation -

## 2.0 Emissions Summary

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### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.28	15.45	10.63	0.02	1.60	1.17	2.77	0.00	1.17	1.17	0.00	1,646.28	0.00	0.20	0.00	1,650.54
2013	4.84	32.27	23.42	0.04	1.60	2.30	2.82	0.42	2.29	2.30	0.00	3,886.68	0.00	0.43	0.00	3,895.71
2014	23.26	19.01	14.43	0.03	0.33	1.21	1.53	0.01	1.20	1.21	0.00	2,608.91	0.00	0.24	0.00	2,613.87
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 2.1 Overall Construction (Maximum Daily Emission)

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.28	15.45	10.63	0.02	1.50	1.17	2.67	0.00	1.17	1.17	0.00	1,646.28	0.00	0.20	0.00	1,650.54
2013	4.84	32.27	23.42	0.04	1.50	2.30	2.82	0.19	2.29	2.30	0.00	3,886.68	0.00	0.43	0.00	3,895.71
2014	23.26	19.01	14.43	0.03	0.33	1.21	1.53	0.01	1.20	1.21	0.00	2,608.91	0.00	0.24	0.00	2,613.87
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
Mobile	2.95	6.54	26.09	0.04	4.23	0.26	4.49	0.06	0.22	0.28		3,782.53		0.17		3,786.09
<b>Total</b>	<b>4.03</b>	<b>6.77</b>	<b>26.29</b>	<b>0.04</b>	<b>4.23</b>	<b>0.26</b>	<b>4.51</b>	<b>0.06</b>	<b>0.22</b>	<b>0.30</b>		<b>4,061.53</b>		<b>0.18</b>	<b>0.01</b>	<b>4,066.79</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
Mobile	2.95	6.54	26.09	0.04	4.23	0.26	4.49	0.06	0.22	0.28		3,782.53		0.17		3,786.09
<b>Total</b>	<b>4.03</b>	<b>6.77</b>	<b>26.29</b>	<b>0.04</b>	<b>4.23</b>	<b>0.26</b>	<b>4.51</b>	<b>0.06</b>	<b>0.22</b>	<b>0.30</b>		<b>4,061.53</b>		<b>0.18</b>	<b>0.01</b>	<b>4,066.79</b>

## 3.0 Construction Detail



### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

### 3.2 Demolition - 2012

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15		1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.18</b>	<b>1.15</b>	<b>1.33</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>		<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.53	0.29	0.00	1.28	0.02	1.30	0.00	0.02	0.02		69.81		0.00		69.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.66	0.00	0.13	0.00	0.13	0.00	0.00	0.01		100.35		0.01		100.48
<b>Total</b>	<b>0.11</b>	<b>0.60</b>	<b>0.95</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>170.16</b>		<b>0.01</b>		<b>170.34</b>

### 3.2 Demolition - 2012

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15	0.00	1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.08</b>	<b>1.15</b>	<b>1.23</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.53	0.29	0.00	1.28	0.02	1.30	0.00	0.02	0.02		69.81		0.00		69.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.66	0.00	0.13	0.00	0.13	0.00	0.00	0.01		100.35		0.01		100.48
<b>Total</b>	<b>0.11</b>	<b>0.60</b>	<b>0.95</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>170.16</b>		<b>0.01</b>		<b>170.34</b>

### 3.2 Demolition - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.18</b>	<b>1.04</b>	<b>1.22</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.48	0.26	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.03		0.00		70.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.11</b>	<b>0.54</b>	<b>0.86</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>168.32</b>		<b>0.01</b>		<b>168.48</b>

### 3.2 Demolition - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.08</b>	<b>1.04</b>	<b>1.12</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.48	0.26	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.03		0.00		70.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.11</b>	<b>0.54</b>	<b>0.86</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>168.32</b>		<b>0.01</b>		<b>168.48</b>

### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.77	0.00	0.77	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.77</b>	<b>1.04</b>	<b>1.81</b>	<b>0.41</b>	<b>1.04</b>	<b>1.45</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.60</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>98.29</b>		<b>0.01</b>		<b>98.41</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.35	0.00	0.35	0.19	0.00	0.19						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.35</b>	<b>1.04</b>	<b>1.39</b>	<b>0.19</b>	<b>1.04</b>	<b>1.23</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.60</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>98.29</b>		<b>0.01</b>		<b>98.41</b>

### 3.4 Building construction - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>		<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.11	1.20	0.78	0.00	0.06	0.04	0.11	0.00	0.04	0.04		188.76		0.01		188.88
Worker	0.10	0.11	1.02	0.00	0.22	0.01	0.23	0.00	0.01	0.01		167.09		0.01		167.30
<b>Total</b>	<b>0.21</b>	<b>1.31</b>	<b>1.80</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.34</b>	<b>0.00</b>	<b>0.05</b>	<b>0.05</b>		<b>355.85</b>		<b>0.02</b>		<b>356.18</b>

### 3.4 Building construction - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.11	1.20	0.78	0.00	0.06	0.04	0.11	0.00	0.04	0.04		188.76		0.01		188.88
Worker	0.10	0.11	1.02	0.00	0.22	0.01	0.23	0.00	0.01	0.01		167.09		0.01		167.30
<b>Total</b>	<b>0.21</b>	<b>1.31</b>	<b>1.80</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.34</b>	<b>0.00</b>	<b>0.05</b>	<b>0.05</b>		<b>355.85</b>		<b>0.02</b>		<b>356.18</b>



### 3.4 Building construction - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>		<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.10	1.09	0.72	0.00	0.06	0.04	0.10	0.00	0.03	0.04		189.19		0.00		189.30
Worker	0.09	0.10	0.94	0.00	0.22	0.01	0.23	0.00	0.01	0.01		164.16		0.01		164.36
<b>Total</b>	<b>0.19</b>	<b>1.19</b>	<b>1.66</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.33</b>	<b>0.00</b>	<b>0.04</b>	<b>0.05</b>		<b>353.35</b>		<b>0.01</b>		<b>353.66</b>

### 3.4 Building construction - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.10	1.09	0.72	0.00	0.06	0.04	0.10	0.00	0.03	0.04		189.19		0.00		189.30
Worker	0.09	0.10	0.94	0.00	0.22	0.01	0.23	0.00	0.01	0.01		164.16		0.01		164.36
<b>Total</b>	<b>0.19</b>	<b>1.19</b>	<b>1.66</b>	<b>0.00</b>	<b>0.28</b>	<b>0.05</b>	<b>0.33</b>	<b>0.00</b>	<b>0.04</b>	<b>0.05</b>		<b>353.35</b>		<b>0.01</b>		<b>353.66</b>

### 3.5 Paving - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>		<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.08	0.00	0.23	0.01	0.24	0.00	0.01	0.01		176.92		0.01		177.14
<b>Total</b>	<b>0.11</b>	<b>0.11</b>	<b>1.08</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>176.92</b>		<b>0.01</b>		<b>177.14</b>

### 3.5 Paving - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>	<b>0.00</b>	<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.08	0.00	0.23	0.01	0.24	0.00	0.01	0.01		176.92		0.01		177.14
<b>Total</b>	<b>0.11</b>	<b>0.11</b>	<b>1.08</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>176.92</b>		<b>0.01</b>		<b>177.14</b>

### 3.6 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.58					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
<b>Total</b>	<b>21.03</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>		<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.17	0.00	0.04	0.00	0.04	0.00	0.00	0.00		28.97		0.00		29.00
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.17</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>28.97</b>		<b>0.00</b>		<b>29.00</b>

### 3.6 Architectural Coating - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.58					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
<b>Total</b>	<b>21.03</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>	<b>0.00</b>	<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.17	0.00	0.04	0.00	0.04	0.00	0.00	0.00		28.97		0.00		29.00
<b>Total</b>	<b>0.02</b>	<b>0.02</b>	<b>0.17</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>28.97</b>		<b>0.00</b>		<b>29.00</b>

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.95	6.54	26.09	0.04	4.23	0.26	4.49	0.06	0.22	0.28		3,782.53		0.17		3,786.09
Unmitigated	2.95	6.54	26.09	0.04	4.23	0.26	4.49	0.06	0.22	0.28		3,782.53		0.17		3,786.09
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	754.40	682.00	0.00	1,078,413	1,078,413
Total	754.40	682.00	0.00	1,078,413	1,078,413

#### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

#### 5.0 Energy Detail

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
NaturalGas Unmitigated	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	2371.51	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
<b>Total</b>		<b>0.03</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>		<b>0.00</b>	<b>0.02</b>		<b>0.00</b>	<b>0.02</b>		<b>279.00</b>		<b>0.01</b>	<b>0.01</b>	<b>280.70</b>



## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	2.37151	0.03	0.23	0.20	0.00		0.00	0.02		0.00	0.02		279.00		0.01	0.01	280.70
<b>Total</b>		<b>0.03</b>	<b>0.23</b>	<b>0.20</b>	<b>0.00</b>		<b>0.00</b>	<b>0.02</b>		<b>0.00</b>	<b>0.02</b>		<b>279.00</b>		<b>0.01</b>	<b>0.01</b>	<b>280.70</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	1.05	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.25					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.79					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>1.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.25					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.79					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>1.04</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 7.0 Water Detail

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### **7.1 Mitigation Measures Water**

## **8.0 Waste Detail**

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### **8.1 Mitigation Measures Waste**

## **9.0 Vegetation**

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**Proposed Library**

**Manhattan Beach Library - New Emissions**  
**South Coast Air Basin, Summer**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	21.5	1000sqft

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	8	<b>Precipitation Freq (Days)</b>	31		

### 1.3 User Entered Comments

Project Characteristics - Proposed Project

Land Use - Acreage based on Google Earth

Construction Phase - Construction based on Project description and estimated schedule

Off-road Equipment - Default construction info used

Demolition - size based on original library size

Grading - 0.75 acres from google earth estimation.

Vehicle Trips - Based on trip rate from original EIS/EIR for consistency. Library closed on Sunday

Energy Use -

Solid Waste - Puente hills landfill has a gas-to-energy facility

Construction Off-road Equipment Mitigation - Assumes 2 waterings per day

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## **2.0 Emissions Summary**

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## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.27	15.41	10.65	0.02	1.60	1.17	2.77	0.00	1.17	1.17	0.00	1,655.75	0.00	0.20	0.00	1,660.02
2013	4.73	31.65	22.67	0.04	1.60	2.27	2.66	0.42	2.27	2.28	0.00	3,752.20	0.00	0.42	0.00	3,761.09
2014	13.64	18.46	13.61	0.03	0.18	1.19	1.37	0.00	1.18	1.19	0.00	2,451.46	0.00	0.23	0.00	2,456.28
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.27	15.41	10.65	0.02	1.50	1.17	2.67	0.00	1.17	1.17	0.00	1,655.75	0.00	0.20	0.00	1,660.02
2013	4.73	31.65	22.67	0.04	1.50	2.27	2.66	0.19	2.27	2.28	0.00	3,752.20	0.00	0.42	0.00	3,761.09
2014	13.64	18.46	13.61	0.03	0.18	1.19	1.37	0.00	1.18	1.19	0.00	2,451.46	0.00	0.23	0.00	2,456.28
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01		149.96		0.00	0.00	150.88
Mobile	1.53	3.29	13.84	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,183.62		0.09		2,185.45
<b>Total</b>	<b>2.10</b>	<b>3.41</b>	<b>13.94</b>	<b>0.02</b>	<b>2.27</b>	<b>0.14</b>	<b>2.42</b>	<b>0.03</b>	<b>0.12</b>	<b>0.16</b>		<b>2,333.58</b>		<b>0.09</b>	<b>0.00</b>	<b>2,336.33</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01		134.60		0.00	0.00	135.42
Mobile	1.53	3.29	13.84	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,183.62		0.09		2,185.45
<b>Total</b>	<b>2.10</b>	<b>3.40</b>	<b>13.93</b>	<b>0.02</b>	<b>2.27</b>	<b>0.14</b>	<b>2.42</b>	<b>0.03</b>	<b>0.12</b>	<b>0.16</b>		<b>2,318.22</b>		<b>0.09</b>	<b>0.00</b>	<b>2,320.87</b>

## 3.0 Construction Detail



### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

### 3.2 Demolition - 2012

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15		1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.18</b>	<b>1.15</b>	<b>1.33</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>		<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.50	0.28	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.14		0.00		70.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.70	0.00	0.13	0.00	0.13	0.00	0.00	0.01		109.49		0.01		109.63
<b>Total</b>	<b>0.11</b>	<b>0.56</b>	<b>0.98</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>179.63</b>		<b>0.01</b>		<b>179.82</b>

### 3.2 Demolition - 2012

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15	0.00	1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.08</b>	<b>1.15</b>	<b>1.23</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.50	0.28	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.14		0.00		70.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.70	0.00	0.13	0.00	0.13	0.00	0.00	0.01		109.49		0.01		109.63
<b>Total</b>	<b>0.11</b>	<b>0.56</b>	<b>0.98</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>179.63</b>		<b>0.01</b>		<b>179.82</b>

### 3.2 Demolition - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.18</b>	<b>1.04</b>	<b>1.22</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.04	0.45	0.24	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.37		0.00		70.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.10</b>	<b>0.51</b>	<b>0.88</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>177.63</b>		<b>0.01</b>		<b>177.81</b>

### 3.2 Demolition - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.08</b>	<b>1.04</b>	<b>1.12</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.04	0.45	0.24	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.37		0.00		70.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.10</b>	<b>0.51</b>	<b>0.88</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>177.63</b>		<b>0.01</b>		<b>177.81</b>

### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.77	0.00	0.77	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.77</b>	<b>1.04</b>	<b>1.81</b>	<b>0.41</b>	<b>1.04</b>	<b>1.45</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.64</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>107.26</b>		<b>0.01</b>		<b>107.40</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.35	0.00	0.35	0.19	0.00	0.19						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.35</b>	<b>1.04</b>	<b>1.39</b>	<b>0.19</b>	<b>1.04</b>	<b>1.23</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.64</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>107.26</b>		<b>0.01</b>		<b>107.40</b>

### 3.4 Building construction - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>		<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.65	0.40	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.67		0.00		108.73
Worker	0.05	0.05	0.58	0.00	0.12	0.00	0.12	0.00	0.00	0.01		96.54		0.01		96.66
<b>Total</b>	<b>0.11</b>	<b>0.70</b>	<b>0.98</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>205.21</b>		<b>0.01</b>		<b>205.39</b>

### 3.4 Building construction - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.65	0.40	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.67		0.00		108.73
Worker	0.05	0.05	0.58	0.00	0.12	0.00	0.12	0.00	0.00	0.01		96.54		0.01		96.66
<b>Total</b>	<b>0.11</b>	<b>0.70</b>	<b>0.98</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>205.21</b>		<b>0.01</b>		<b>205.39</b>



### 3.4 Building construction - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>		<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.60	0.36	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.94		0.00		108.99
Worker	0.05	0.05	0.53	0.00	0.12	0.00	0.12	0.00	0.00	0.01		94.86		0.01		94.97
<b>Total</b>	<b>0.10</b>	<b>0.65</b>	<b>0.89</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>203.80</b>		<b>0.01</b>		<b>203.96</b>

### 3.4 Building construction - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.60	0.36	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.94		0.00		108.99
Worker	0.05	0.05	0.53	0.00	0.12	0.00	0.12	0.00	0.00	0.01		94.86		0.01		94.97
<b>Total</b>	<b>0.10</b>	<b>0.65</b>	<b>0.89</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>203.80</b>		<b>0.01</b>		<b>203.96</b>

### 3.5 Paving - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>		<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.10	1.16	0.00	0.23	0.01	0.24	0.00	0.01	0.01		193.08		0.01		193.31
<b>Total</b>	<b>0.10</b>	<b>0.10</b>	<b>1.16</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>193.08</b>		<b>0.01</b>		<b>193.31</b>

### 3.5 Paving - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>	<b>0.00</b>	<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.10	1.16	0.00	0.23	0.01	0.24	0.00	0.01	0.01		193.08		0.01		193.31
<b>Total</b>	<b>0.10</b>	<b>0.10</b>	<b>1.16</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>193.08</b>		<b>0.01</b>		<b>193.31</b>

### 3.6 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.06					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
<b>Total</b>	<b>11.51</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>		<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		21.08		0.00		21.10
<b>Total</b>	<b>0.01</b>	<b>0.01</b>	<b>0.12</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>21.08</b>		<b>0.00</b>		<b>21.10</b>

### 3.6 Architectural Coating - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.06					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
<b>Total</b>	<b>11.51</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>	<b>0.00</b>	<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.12	0.00	0.03	0.00	0.03	0.00	0.00	0.00		21.08		0.00		21.10
<b>Total</b>	<b>0.01</b>	<b>0.01</b>	<b>0.12</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>21.08</b>		<b>0.00</b>		<b>21.10</b>

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.53	3.29	13.84	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,183.62		0.09		2,185.45
Unmitigated	1.53	3.29	13.84	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,183.62		0.09		2,185.45
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	405.49	366.58	0.00	579,647	579,647
Total	405.49	366.58	0.00	579,647	579,647

#### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

#### 5.0 Energy Detail

## 5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01		134.60		0.00	0.00	135.42
NaturalGas Unmitigated	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01		149.96		0.00	0.00	150.88
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	1274.68	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01		149.96		0.00	0.00	150.88
<b>Total</b>		<b>0.01</b>	<b>0.12</b>	<b>0.10</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>149.96</b>		<b>0.00</b>	<b>0.00</b>	<b>150.88</b>



## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	1.14409	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01		134.60		0.00	0.00	135.42
<b>Total</b>		<b>0.01</b>	<b>0.11</b>	<b>0.09</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>134.60</b>		<b>0.00</b>	<b>0.00</b>	<b>135.42</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.14					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.43					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.57</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.14					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.43					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.57	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Vegetation

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**Manhattan Beach Library - New Emissions**  
**South Coast Air Basin, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	21.5	1000sqft

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	8	<b>Precipitation Freq (Days)</b>	31		

### 1.3 User Entered Comments

Project Characteristics - Proposed Project

Land Use - Acreage based on Google Earth

Construction Phase - Construction based on Project description and estimated schedule

Off-road Equipment - Default construction info used

Demolition - size based on original library size

Grading - 0.75 acres from google earth estimation.

Vehicle Trips - Based on trip rate from original EIS/EIR for consistency. Library closed on Sunday

Energy Use -

Solid Waste - Puente hills landfill has a gas-to-energy facility

Construction Off-road Equipment Mitigation - Assumes 2 waterings per day

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## **2.0 Emissions Summary**

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## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.28	15.45	10.63	0.02	1.60	1.17	2.77	0.00	1.17	1.17	0.00	1,646.28	0.00	0.20	0.00	1,650.54
2013	4.74	31.70	22.60	0.04	1.60	2.28	2.66	0.42	2.27	2.28	0.00	3,727.15	0.00	0.42	0.00	3,736.04
2014	13.65	18.49	13.62	0.03	0.18	1.19	1.37	0.00	1.18	1.19	0.00	2,440.92	0.00	0.23	0.00	2,445.73
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2012	2.28	15.45	10.63	0.02	1.50	1.17	2.67	0.00	1.17	1.17	0.00	1,646.28	0.00	0.20	0.00	1,650.54
2013	4.74	31.70	22.60	0.04	1.50	2.28	2.66	0.19	2.27	2.28	0.00	3,727.15	0.00	0.42	0.00	3,736.04
2014	13.65	18.49	13.62	0.03	0.18	1.19	1.37	0.00	1.18	1.19	0.00	2,440.92	0.00	0.23	0.00	2,445.73
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01		149.96		0.00	0.00	150.88
Mobile	1.59	3.51	14.02	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,033.11		0.09		2,035.02
<b>Total</b>	<b>2.16</b>	<b>3.63</b>	<b>14.12</b>	<b>0.02</b>	<b>2.27</b>	<b>0.14</b>	<b>2.42</b>	<b>0.03</b>	<b>0.12</b>	<b>0.16</b>		<b>2,183.07</b>		<b>0.09</b>	<b>0.00</b>	<b>2,185.90</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01		134.60		0.00	0.00	135.42
Mobile	1.59	3.51	14.02	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,033.11		0.09		2,035.02
<b>Total</b>	<b>2.16</b>	<b>3.62</b>	<b>14.11</b>	<b>0.02</b>	<b>2.27</b>	<b>0.14</b>	<b>2.42</b>	<b>0.03</b>	<b>0.12</b>	<b>0.16</b>		<b>2,167.71</b>		<b>0.09</b>	<b>0.00</b>	<b>2,170.44</b>

## 3.0 Construction Detail

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

### 3.2 Demolition - 2012

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15		1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.18</b>	<b>1.15</b>	<b>1.33</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>		<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.53	0.29	0.00	1.28	0.02	1.30	0.00	0.02	0.02		69.81		0.00		69.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.66	0.00	0.13	0.00	0.13	0.00	0.00	0.01		100.35		0.01		100.48
<b>Total</b>	<b>0.11</b>	<b>0.60</b>	<b>0.95</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>170.16</b>		<b>0.01</b>		<b>170.34</b>



### 3.2 Demolition - 2012

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.17	14.85	9.68	0.02		1.15	1.15		1.15	1.15	0.00	1,476.12		0.19		1,480.19
<b>Total</b>	<b>2.17</b>	<b>14.85</b>	<b>9.68</b>	<b>0.02</b>	<b>0.08</b>	<b>1.15</b>	<b>1.23</b>	<b>0.00</b>	<b>1.15</b>	<b>1.15</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.19</b>		<b>1,480.19</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.53	0.29	0.00	1.28	0.02	1.30	0.00	0.02	0.02		69.81		0.00		69.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.66	0.00	0.13	0.00	0.13	0.00	0.00	0.01		100.35		0.01		100.48
<b>Total</b>	<b>0.11</b>	<b>0.60</b>	<b>0.95</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>170.16</b>		<b>0.01</b>		<b>170.34</b>

### 3.2 Demolition - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.18</b>	<b>1.04</b>	<b>1.22</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.48	0.26	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.03		0.00		70.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.11</b>	<b>0.54</b>	<b>0.86</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>168.32</b>		<b>0.01</b>		<b>168.48</b>

### 3.2 Demolition - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.08	0.00	0.08	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.08</b>	<b>1.04</b>	<b>1.12</b>	<b>0.00</b>	<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.05	0.48	0.26	0.00	1.28	0.02	1.30	0.00	0.02	0.02		70.03		0.00		70.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.11</b>	<b>0.54</b>	<b>0.86</b>	<b>0.00</b>	<b>1.41</b>	<b>0.02</b>	<b>1.43</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>168.32</b>		<b>0.01</b>		<b>168.48</b>

### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.77	0.00	0.77	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.77</b>	<b>1.04</b>	<b>1.81</b>	<b>0.41</b>	<b>1.04</b>	<b>1.45</b>		<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.60</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>98.29</b>		<b>0.01</b>		<b>98.41</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.35	0.00	0.35	0.19	0.00	0.19						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
<b>Total</b>	<b>2.00</b>	<b>13.91</b>	<b>9.51</b>	<b>0.02</b>	<b>0.35</b>	<b>1.04</b>	<b>1.39</b>	<b>0.19</b>	<b>1.04</b>	<b>1.23</b>	<b>0.00</b>	<b>1,476.12</b>		<b>0.18</b>		<b>1,479.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
<b>Total</b>	<b>0.06</b>	<b>0.06</b>	<b>0.60</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>98.29</b>		<b>0.01</b>		<b>98.41</b>

### 3.4 Building construction - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>		<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.68	0.45	0.00	0.04	0.02	0.06	0.00	0.02	0.02		107.86		0.00		107.93
Worker	0.05	0.06	0.54	0.00	0.12	0.00	0.12	0.00	0.00	0.01		88.46		0.01		88.57
<b>Total</b>	<b>0.11</b>	<b>0.74</b>	<b>0.99</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>196.32</b>		<b>0.01</b>		<b>196.50</b>

### 3.4 Building construction - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
<b>Total</b>	<b>2.20</b>	<b>16.33</b>	<b>10.77</b>	<b>0.02</b>		<b>1.04</b>	<b>1.04</b>		<b>1.04</b>	<b>1.04</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.20</b>		<b>1,949.52</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.68	0.45	0.00	0.04	0.02	0.06	0.00	0.02	0.02		107.86		0.00		107.93
Worker	0.05	0.06	0.54	0.00	0.12	0.00	0.12	0.00	0.00	0.01		88.46		0.01		88.57
<b>Total</b>	<b>0.11</b>	<b>0.74</b>	<b>0.99</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>196.32</b>		<b>0.01</b>		<b>196.50</b>

### 3.4 Building construction - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>		<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.62	0.41	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.11		0.00		108.17
Worker	0.05	0.05	0.50	0.00	0.12	0.00	0.12	0.00	0.00	0.01		86.91		0.01		87.01
<b>Total</b>	<b>0.11</b>	<b>0.67</b>	<b>0.91</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>195.02</b>		<b>0.01</b>		<b>195.18</b>



### 3.4 Building construction - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
<b>Total</b>	<b>2.02</b>	<b>15.03</b>	<b>10.68</b>	<b>0.02</b>		<b>0.92</b>	<b>0.92</b>		<b>0.92</b>	<b>0.92</b>	<b>0.00</b>	<b>1,945.40</b>		<b>0.18</b>		<b>1,949.18</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.62	0.41	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.11		0.00		108.17
Worker	0.05	0.05	0.50	0.00	0.12	0.00	0.12	0.00	0.00	0.01		86.91		0.01		87.01
<b>Total</b>	<b>0.11</b>	<b>0.67</b>	<b>0.91</b>	<b>0.00</b>	<b>0.16</b>	<b>0.02</b>	<b>0.18</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>		<b>195.02</b>		<b>0.01</b>		<b>195.18</b>

### 3.5 Paving - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>		<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.08	0.00	0.23	0.01	0.24	0.00	0.01	0.01		176.92		0.01		177.14
<b>Total</b>	<b>0.11</b>	<b>0.11</b>	<b>1.08</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>176.92</b>		<b>0.01</b>		<b>177.14</b>

### 3.5 Paving - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>2.32</b>	<b>14.52</b>	<b>9.76</b>	<b>0.02</b>		<b>1.20</b>	<b>1.20</b>		<b>1.20</b>	<b>1.20</b>	<b>0.00</b>	<b>1,408.52</b>		<b>0.21</b>		<b>1,412.88</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.11	1.08	0.00	0.23	0.01	0.24	0.00	0.01	0.01		176.92		0.01		177.14
<b>Total</b>	<b>0.11</b>	<b>0.11</b>	<b>1.08</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>176.92</b>		<b>0.01</b>		<b>177.14</b>

### 3.6 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.06					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
<b>Total</b>	<b>11.51</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>		<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.11	0.00	0.03	0.00	0.03	0.00	0.00	0.00		19.31		0.00		19.34
<b>Total</b>	<b>0.01</b>	<b>0.01</b>	<b>0.11</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>19.31</b>		<b>0.00</b>		<b>19.34</b>

### 3.6 Architectural Coating - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.06					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
<b>Total</b>	<b>11.51</b>	<b>2.77</b>	<b>1.92</b>	<b>0.00</b>		<b>0.24</b>	<b>0.24</b>		<b>0.24</b>	<b>0.24</b>	<b>0.00</b>	<b>281.19</b>		<b>0.04</b>		<b>282.03</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.01	0.01	0.11	0.00	0.03	0.00	0.03	0.00	0.00	0.00		19.31		0.00		19.34
<b>Total</b>	<b>0.01</b>	<b>0.01</b>	<b>0.11</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>19.31</b>		<b>0.00</b>		<b>19.34</b>

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.59	3.51	14.02	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,033.11		0.09		2,035.02
Unmitigated	1.59	3.51	14.02	0.02	2.27	0.14	2.41	0.03	0.12	0.15		2,033.11		0.09		2,035.02
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	405.49	366.58	0.00	579,647	579,647
Total	405.49	366.58	0.00	579,647	579,647

#### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

#### 5.0 Energy Detail

## 5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01		134.60		0.00	0.00	135.42
NaturalGas Unmitigated	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01		149.96		0.00	0.00	150.88
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	1274.68	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01		149.96		0.00	0.00	150.88
<b>Total</b>		<b>0.01</b>	<b>0.12</b>	<b>0.10</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>149.96</b>		<b>0.00</b>	<b>0.00</b>	<b>150.88</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Library	1.14409	0.01	0.11	0.09	0.00		0.00	0.01		0.00	0.01		134.60		0.00	0.00	135.42
<b>Total</b>		<b>0.01</b>	<b>0.11</b>	<b>0.09</b>	<b>0.00</b>		<b>0.00</b>	<b>0.01</b>		<b>0.00</b>	<b>0.01</b>		<b>134.60</b>		<b>0.00</b>	<b>0.00</b>	<b>135.42</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.56	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.14					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.43					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
<b>Total</b>	<b>0.57</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>		<b>0.00</b>		<b>0.00</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.14					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.43					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.57	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Vegetation

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## **Attachment B**

### **Daily CalEEMod Output**



**Existing Library**

**Manhattan Beach Library - Existing Emissions**  
**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	12.19	1000sqft

### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Southern California Edison
Climate Zone	8	Precipitation Freq (Days)	31		

### 1.3 User Entered Comments

Project Characteristics - This represents emissions of the existing library based on 2005 emission standards and building efficiencies and the trip generation rates provided in the 6th edition of the ITE for consistency with the original EIR and IS.

Land Use - Acreage estimated from google earth.

Construction Phase - There is no construction, the building is already built.

Off-road Equipment -

Demolition - There is no construction/demolition for an existing building.

Grading -

Vehicle Trips - Trip rates taken from the Original EIR and IS for consistency. Based on the ITE generation rates from the 6th Edition. Library is closed on Sundays.

Energy Use -

Solid Waste - Puente Hills landfill has a gas to energy system.

Construction Off-road Equipment Mitigation -

## 2.0 Emissions Summary

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### 2.2 Overall Operational

#### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	48.58	48.58	0.00	0.00	48.89
Mobile	0.16	0.35	1.55	0.00	0.18	0.01	0.19	0.00	0.01	0.01	0.00	172.32	172.32	0.01	0.00	172.54
Waste						0.00	0.00		0.00	0.00	2.28	0.00	2.28	0.13	0.00	5.11
Water						0.00	0.00		0.00	0.00	0.00	3.38	3.38	0.01	0.00	3.73
<b>Total</b>	<b>0.22</b>	<b>0.36</b>	<b>1.56</b>	<b>0.00</b>	<b>0.18</b>	<b>0.01</b>	<b>0.19</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>2.28</b>	<b>224.28</b>	<b>226.56</b>	<b>0.15</b>	<b>0.00</b>	<b>230.27</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	48.58	48.58	0.00	0.00	48.89
Mobile	0.16	0.35	1.55	0.00	0.18	0.01	0.19	0.00	0.01	0.01	0.00	172.32	172.32	0.01	0.00	172.54
Waste						0.00	0.00		0.00	0.00	2.28	0.00	2.28	0.13	0.00	5.11
Water						0.00	0.00		0.00	0.00	0.00	3.38	3.38	0.01	0.00	3.73
<b>Total</b>	<b>0.22</b>	<b>0.36</b>	<b>1.56</b>	<b>0.00</b>	<b>0.18</b>	<b>0.01</b>	<b>0.19</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>2.28</b>	<b>224.28</b>	<b>226.56</b>	<b>0.15</b>	<b>0.00</b>	<b>230.27</b>

## 3.0 Construction Detail

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### 3.1 Mitigation Measures Construction

## 4.0 Mobile Detail

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### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.16	0.35	1.55	0.00	0.18	0.01	0.19	0.00	0.01	0.01	0.00	172.32	172.32	0.01	0.00	172.54
Unmitigated	0.16	0.35	1.55	0.00	0.18	0.01	0.19	0.00	0.01	0.01	0.00	172.32	172.32	0.01	0.00	172.54
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	229.90	207.84	0.00	328,646	328,646
Total	229.90	207.84	0.00	328,646	328,646

## 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

## 5.0 Energy Detail

### 5.1 Mitigation Measures Energy



	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	34.21	34.21	0.00	0.00	34.42
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	34.21	34.21	0.00	0.00	34.42
NaturalGas Mitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	14.37	14.37	0.00	0.00	14.46
NaturalGas Unmitigated	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	14.37	14.37	0.00	0.00	14.46
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Library	269355	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	14.37	14.37	0.00	0.00	14.46
<b>Total</b>		<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>14.37</b>	<b>14.37</b>	<b>0.00</b>	<b>0.00</b>	<b>14.46</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Library	269355	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	14.37	14.37	0.00	0.00	14.46
<b>Total</b>		<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>14.37</b>	<b>14.37</b>	<b>0.00</b>	<b>0.00</b>	<b>14.46</b>

## 5.3 Energy by Land Use - Electricity

### Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Library	117614					34.21	0.00	0.00	34.42
<b>Total</b>						<b>34.21</b>	<b>0.00</b>	<b>0.00</b>	<b>34.42</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Library	117614					34.21	0.00	0.00	34.42
<b>Total</b>						<b>34.21</b>	<b>0.00</b>	<b>0.00</b>	<b>34.42</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.06	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.04					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					3.38	0.01	0.00	3.73
Unmitigated					3.38	0.01	0.00	3.73
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Library	0.381412 / 0.596567					3.38	0.01	0.00	3.73
<b>Total</b>						<b>3.38</b>	<b>0.01</b>	<b>0.00</b>	<b>3.73</b>

## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Library	0.381412 / 0.596567					3.38	0.01	0.00	3.73
<b>Total</b>						<b>3.38</b>	<b>0.01</b>	<b>0.00</b>	<b>3.73</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

#### Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					2.28	0.13	0.00	5.11
Unmitigated					2.28	0.13	0.00	5.11
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Library	11.23					2.28	0.13	0.00	5.11
<b>Total</b>						<b>2.28</b>	<b>0.13</b>	<b>0.00</b>	<b>5.11</b>

### Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Library	11.23					2.28	0.13	0.00	5.11
<b>Total</b>						<b>2.28</b>	<b>0.13</b>	<b>0.00</b>	<b>5.11</b>

## 9.0 Vegetation

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**Original Library**



**Manhattan Beach Library - Approved Emissions**  
**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	40	1000sqft

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	8	<b>Precipitation Freq (Days)</b>	31		

### 1.3 User Entered Comments

Project Characteristics -

Land Use - Acreage based on Google Earth

Construction Phase - Construction based on Project description and estimated schedule

Off-road Equipment - Default construction info used

Demolition - size based on original library size

Vehicle Trips - Based on trip rate from original EIS/EIR for consistency. Library closed on Sunday

Solid Waste - Puente hills landfill has a gas-to-energy facility

Grading - acrege estimated from google earth

Construction Off-road Equipment Mitigation -

## 2.0 Emissions Summary

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### 2.1 Overall Construction

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.02	0.16	0.11	0.00	0.02	0.01	0.03	0.00	0.01	0.01	0.00	15.71	15.71	0.00	0.00	15.75
2013	0.32	2.29	1.65	0.00	0.08	0.15	0.23	0.01	0.15	0.16	0.00	258.47	258.47	0.03	0.00	259.01
2014	0.72	1.86	1.42	0.00	0.03	0.11	0.14	0.00	0.11	0.11	0.00	239.36	239.36	0.02	0.00	239.79
<b>Total</b>	<b>1.06</b>	<b>4.31</b>	<b>3.18</b>	<b>0.00</b>	<b>0.13</b>	<b>0.27</b>	<b>0.40</b>	<b>0.01</b>	<b>0.27</b>	<b>0.28</b>	<b>0.00</b>	<b>513.54</b>	<b>513.54</b>	<b>0.05</b>	<b>0.00</b>	<b>514.55</b>

## 2.1 Overall Construction

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.02	0.16	0.11	0.00	0.01	0.01	0.03	0.00	0.01	0.01	0.00	15.71	15.71	0.00	0.00	15.75
2013	0.32	2.29	1.65	0.00	0.07	0.15	0.22	0.01	0.15	0.16	0.00	258.47	258.47	0.03	0.00	259.01
2014	0.72	1.86	1.42	0.00	0.03	0.11	0.14	0.00	0.11	0.11	0.00	239.36	239.36	0.02	0.00	239.79
<b>Total</b>	<b>1.06</b>	<b>4.31</b>	<b>3.18</b>	<b>0.00</b>	<b>0.11</b>	<b>0.27</b>	<b>0.39</b>	<b>0.01</b>	<b>0.27</b>	<b>0.28</b>	<b>0.00</b>	<b>513.54</b>	<b>513.54</b>	<b>0.05</b>	<b>0.00</b>	<b>514.55</b>

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	153.70	153.70	0.01	0.00	154.65
Mobile	0.42	0.95	4.03	0.01	0.59	0.04	0.62	0.01	0.03	0.04	0.00	538.71	538.71	0.02	0.00	539.21
Waste						0.00	0.00		0.00	0.00	7.48	0.00	7.48	0.44	0.00	16.76
Water						0.00	0.00		0.00	0.00	0.00	11.08	11.08	0.04	0.00	12.25
<b>Total</b>	<b>0.61</b>	<b>0.99</b>	<b>4.07</b>	<b>0.01</b>	<b>0.59</b>	<b>0.04</b>	<b>0.62</b>	<b>0.01</b>	<b>0.03</b>	<b>0.04</b>	<b>7.48</b>	<b>703.49</b>	<b>710.97</b>	<b>0.51</b>	<b>0.00</b>	<b>722.87</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	153.70	153.70	0.01	0.00	154.65
Mobile	0.42	0.95	4.03	0.01	0.59	0.04	0.62	0.01	0.03	0.04	0.00	538.71	538.71	0.02	0.00	539.21
Waste						0.00	0.00		0.00	0.00	7.48	0.00	7.48	0.44	0.00	16.76
Water						0.00	0.00		0.00	0.00	0.00	11.08	11.08	0.04	0.00	12.25
<b>Total</b>	<b>0.61</b>	<b>0.99</b>	<b>4.07</b>	<b>0.01</b>	<b>0.59</b>	<b>0.04</b>	<b>0.62</b>	<b>0.01</b>	<b>0.03</b>	<b>0.04</b>	<b>7.48</b>	<b>703.49</b>	<b>710.97</b>	<b>0.51</b>	<b>0.00</b>	<b>722.87</b>

## 3.0 Construction Detail

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

### 3.2 Demolition - 2012

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.16	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.10
<b>Total</b>	<b>0.02</b>	<b>0.16</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>14.06</b>	<b>14.06</b>	<b>0.00</b>	<b>0.00</b>	<b>14.10</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.98
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>	<b>1.65</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>

### 3.2 Demolition - 2012

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.16	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.10
<b>Total</b>	<b>0.02</b>	<b>0.16</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>14.06</b>	<b>14.06</b>	<b>0.00</b>	<b>0.00</b>	<b>14.10</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.98
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>	<b>1.65</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>

### 3.2 Demolition - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.31	0.21	0.00		0.02	0.02		0.02	0.02	0.00	29.45	29.45	0.00	0.00	29.53
<b>Total</b>	<b>0.04</b>	<b>0.31</b>	<b>0.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>29.45</b>	<b>29.45</b>	<b>0.00</b>	<b>0.00</b>	<b>29.53</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.02	2.02	0.00	0.00	2.02
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.02</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>	<b>3.42</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>

### 3.2 Demolition - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.31	0.21	0.00		0.02	0.02		0.02	0.02	0.00	29.45	29.45	0.00	0.00	29.53
<b>Total</b>	<b>0.04</b>	<b>0.31</b>	<b>0.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>29.45</b>	<b>29.45</b>	<b>0.00</b>	<b>0.00</b>	<b>29.53</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.02	2.02	0.00	0.00	2.02
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.02</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>	<b>3.42</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>



### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.35	0.24	0.00		0.03	0.03		0.03	0.03	0.00	33.47	33.47	0.00	0.00	33.55
<b>Total</b>	<b>0.05</b>	<b>0.35</b>	<b>0.24</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>	<b>0.05</b>	<b>0.01</b>	<b>0.03</b>	<b>0.04</b>	<b>0.00</b>	<b>33.47</b>	<b>33.47</b>	<b>0.00</b>	<b>0.00</b>	<b>33.55</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.29	2.29	0.00	0.00	2.29
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>	<b>2.29</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.35	0.24	0.00		0.03	0.03		0.03	0.03	0.00	33.47	33.47	0.00	0.00	33.55
<b>Total</b>	<b>0.05</b>	<b>0.35</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.03</b>	<b>0.04</b>	<b>0.00</b>	<b>0.03</b>	<b>0.03</b>	<b>0.00</b>	<b>33.47</b>	<b>33.47</b>	<b>0.00</b>	<b>0.00</b>	<b>33.55</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.29	2.29	0.00	0.00	2.29
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>	<b>2.29</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>

### 3.4 Building construction - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.36	0.90	0.00		0.09	0.09		0.09	0.09	0.00	147.32	147.32	0.01	0.00	147.64
<b>Total</b>	<b>0.18</b>	<b>1.36</b>	<b>0.90</b>	<b>0.00</b>		<b>0.09</b>	<b>0.09</b>		<b>0.09</b>	<b>0.09</b>	<b>0.00</b>	<b>147.32</b>	<b>147.32</b>	<b>0.01</b>	<b>0.00</b>	<b>147.64</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.10	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	14.36	14.36	0.00	0.00	14.37
Worker	0.01	0.01	0.09	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	13.01	13.01	0.00	0.00	13.02
<b>Total</b>	<b>0.02</b>	<b>0.11</b>	<b>0.15</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>27.37</b>	<b>27.37</b>	<b>0.00</b>	<b>0.00</b>	<b>27.39</b>

### 3.4 Building construction - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.36	0.90	0.00		0.09	0.09		0.09	0.09	0.00	147.32	147.32	0.01	0.00	147.64
<b>Total</b>	<b>0.18</b>	<b>1.36</b>	<b>0.90</b>	<b>0.00</b>		<b>0.09</b>	<b>0.09</b>		<b>0.09</b>	<b>0.09</b>	<b>0.00</b>	<b>147.32</b>	<b>147.32</b>	<b>0.01</b>	<b>0.00</b>	<b>147.64</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.10	0.06	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	14.36	14.36	0.00	0.00	14.37
Worker	0.01	0.01	0.09	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	13.01	13.01	0.00	0.00	13.02
<b>Total</b>	<b>0.02</b>	<b>0.11</b>	<b>0.15</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>27.37</b>	<b>27.37</b>	<b>0.00</b>	<b>0.00</b>	<b>27.39</b>

### 3.4 Building construction - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.23	1.68	1.19	0.00		0.10	0.10		0.10	0.10	0.00	196.73	196.73	0.02	0.00	197.11
<b>Total</b>	<b>0.23</b>	<b>1.68</b>	<b>1.19</b>	<b>0.00</b>		<b>0.10</b>	<b>0.10</b>		<b>0.10</b>	<b>0.10</b>	<b>0.00</b>	<b>196.73</b>	<b>196.73</b>	<b>0.02</b>	<b>0.00</b>	<b>197.11</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.12	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	19.22	19.22	0.00	0.00	19.23
Worker	0.01	0.01	0.11	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.07	17.07	0.00	0.00	17.09
<b>Total</b>	<b>0.02</b>	<b>0.13</b>	<b>0.19</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>36.29</b>	<b>36.29</b>	<b>0.00</b>	<b>0.00</b>	<b>36.32</b>

### 3.4 Building construction - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.23	1.68	1.19	0.00		0.10	0.10		0.10	0.10	0.00	196.73	196.73	0.02	0.00	197.11
<b>Total</b>	<b>0.23</b>	<b>1.68</b>	<b>1.19</b>	<b>0.00</b>		<b>0.10</b>	<b>0.10</b>		<b>0.10</b>	<b>0.10</b>	<b>0.00</b>	<b>196.73</b>	<b>196.73</b>	<b>0.02</b>	<b>0.00</b>	<b>197.11</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.12	0.08	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	19.22	19.22	0.00	0.00	19.23
Worker	0.01	0.01	0.11	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00	17.07	17.07	0.00	0.00	17.09
<b>Total</b>	<b>0.02</b>	<b>0.13</b>	<b>0.19</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>36.29</b>	<b>36.29</b>	<b>0.00</b>	<b>0.00</b>	<b>36.32</b>

### 3.5 Paving - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.15	0.10	0.00		0.01	0.01		0.01	0.01	0.00	13.41	13.41	0.00	0.00	13.45
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.02</b>	<b>0.15</b>	<b>0.10</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>13.41</b>	<b>13.41</b>	<b>0.00</b>	<b>0.00</b>	<b>13.45</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.73	1.73	0.00	0.00	1.73
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.73</b>	<b>1.73</b>	<b>0.00</b>	<b>0.00</b>	<b>1.73</b>

### 3.5 Paving - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.15	0.10	0.00		0.01	0.01		0.01	0.01	0.00	13.41	13.41	0.00	0.00	13.45
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.02</b>	<b>0.15</b>	<b>0.10</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>13.41</b>	<b>13.41</b>	<b>0.00</b>	<b>0.00</b>	<b>13.45</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.73	1.73	0.00	0.00	1.73
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.73</b>	<b>1.73</b>	<b>0.00</b>	<b>0.00</b>	<b>1.73</b>



### 3.6 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.46					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.06	0.04	0.00		0.01	0.01		0.01	0.01	0.00	5.74	5.74	0.00	0.00	5.76
<b>Total</b>	<b>0.47</b>	<b>0.06</b>	<b>0.04</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>5.74</b>	<b>5.74</b>	<b>0.00</b>	<b>0.00</b>	<b>5.76</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.61	0.00	0.00	0.61
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.61</b>	<b>0.61</b>	<b>0.00</b>	<b>0.00</b>	<b>0.61</b>

### 3.6 Architectural Coating - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.46					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.06	0.04	0.00		0.01	0.01		0.01	0.01	0.00	5.74	5.74	0.00	0.00	5.76
<b>Total</b>	<b>0.47</b>	<b>0.06</b>	<b>0.04</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>5.74</b>	<b>5.74</b>	<b>0.00</b>	<b>0.00</b>	<b>5.76</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.61	0.00	0.00	0.61
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.61</b>	<b>0.61</b>	<b>0.00</b>	<b>0.00</b>	<b>0.61</b>

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.42	0.95	4.03	0.01	0.59	0.04	0.62	0.01	0.03	0.04	0.00	538.71	538.71	0.02	0.00	539.21
Unmitigated	0.42	0.95	4.03	0.01	0.59	0.04	0.62	0.01	0.03	0.04	0.00	538.71	538.71	0.02	0.00	539.21
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	754.40	682.00	0.00	1,078,413	1,078,413
Total	754.40	682.00	0.00	1,078,413	1,078,413

#### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

#### 5.0 Energy Detail

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	107.51	107.51	0.00	0.00	108.18
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	107.51	107.51	0.00	0.00	108.18
NaturalGas Mitigated	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	46.19	46.19	0.00	0.00	46.47
NaturalGas Unmitigated	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	46.19	46.19	0.00	0.00	46.47
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Library	865600	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	46.19	46.19	0.00	0.00	46.47
<b>Total</b>		<b>0.00</b>	<b>0.04</b>	<b>0.04</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>46.19</b>	<b>46.19</b>	<b>0.00</b>	<b>0.00</b>	<b>46.47</b>

## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Library	865600	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00	0.00	46.19	46.19	0.00	0.00	46.47
<b>Total</b>		<b>0.00</b>	<b>0.04</b>	<b>0.04</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>46.19</b>	<b>46.19</b>	<b>0.00</b>	<b>0.00</b>	<b>46.47</b>

## 5.3 Energy by Land Use - Electricity

### Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Library	369600					107.51	0.00	0.00	108.18
<b>Total</b>						<b>107.51</b>	<b>0.00</b>	<b>0.00</b>	<b>108.18</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Library	369600					107.51	0.00	0.00	108.18
<b>Total</b>						<b>107.51</b>	<b>0.00</b>	<b>0.00</b>	<b>108.18</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.19	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.14					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.19</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.05					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.14					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.19</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					11.08	0.04	0.00	12.25
Unmitigated					11.08	0.04	0.00	12.25
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Library	1.25156 / 1.95756					11.08	0.04	0.00	12.25
<b>Total</b>						<b>11.08</b>	<b>0.04</b>	<b>0.00</b>	<b>12.25</b>



## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Library	1.25156 / 1.95756					11.08	0.04	0.00	12.25
<b>Total</b>						<b>11.08</b>	<b>0.04</b>	<b>0.00</b>	<b>12.25</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

#### Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					7.48	0.44	0.00	16.76
Unmitigated					7.48	0.44	0.00	16.76
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Library	36.84					7.48	0.44	0.00	16.76
<b>Total</b>						<b>7.48</b>	<b>0.44</b>	<b>0.00</b>	<b>16.76</b>

### Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Library	36.84					7.48	0.44	0.00	16.76
<b>Total</b>						<b>7.48</b>	<b>0.44</b>	<b>0.00</b>	<b>16.76</b>

## 9.0 Vegetation

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**Proposed Library**

**Manhattan Beach Library - New Emissions**  
**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric
Library	21.5	1000sqft

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Utility Company</b>	Southern California Edison
<b>Climate Zone</b>	8	<b>Precipitation Freq (Days)</b>	31		

### 1.3 User Entered Comments

Project Characteristics - Proposed Project

Land Use - Acreage based on Google Earth

Construction Phase - Construction based on Project description and estimated schedule

Off-road Equipment - Default construction info used

Demolition - size based on original library size

Grading - 0.75 acres from google earth estimation.

Vehicle Trips - Based on trip rate from original EIS/EIR for consistency. Library closed on Sunday

Energy Use -

Solid Waste - Puente hills landfill has a gas-to-energy facility

Construction Off-road Equipment Mitigation - Assumes 2 waterings per day

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

## **2.0 Emissions Summary**

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## 2.1 Overall Construction

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.02	0.16	0.11	0.00	0.02	0.01	0.03	0.00	0.01	0.01	0.00	15.71	15.71	0.00	0.00	15.75
2013	0.32	2.27	1.60	0.00	0.07	0.15	0.22	0.01	0.15	0.16	0.00	249.08	249.08	0.03	0.00	249.62
2014	0.50	1.81	1.34	0.00	0.02	0.11	0.13	0.00	0.11	0.11	0.00	222.89	222.89	0.02	0.00	223.30
<b>Total</b>	<b>0.84</b>	<b>4.24</b>	<b>3.05</b>	<b>0.00</b>	<b>0.11</b>	<b>0.27</b>	<b>0.38</b>	<b>0.01</b>	<b>0.27</b>	<b>0.28</b>	<b>0.00</b>	<b>487.68</b>	<b>487.68</b>	<b>0.05</b>	<b>0.00</b>	<b>488.67</b>

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2012	0.02	0.16	0.11	0.00	0.01	0.01	0.03	0.00	0.01	0.01	0.00	15.71	15.71	0.00	0.00	15.75
2013	0.32	2.27	1.60	0.00	0.06	0.15	0.21	0.01	0.15	0.16	0.00	249.08	249.08	0.03	0.00	249.62
2014	0.50	1.81	1.34	0.00	0.02	0.11	0.13	0.00	0.11	0.11	0.00	222.89	222.89	0.02	0.00	223.30
<b>Total</b>	<b>0.84</b>	<b>4.24</b>	<b>3.05</b>	<b>0.00</b>	<b>0.09</b>	<b>0.27</b>	<b>0.37</b>	<b>0.01</b>	<b>0.27</b>	<b>0.28</b>	<b>0.00</b>	<b>487.68</b>	<b>487.68</b>	<b>0.05</b>	<b>0.00</b>	<b>488.67</b>

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	82.61	82.61	0.00	0.00	83.13
Mobile	0.23	0.51	2.17	0.00	0.31	0.02	0.34	0.00	0.02	0.02	0.00	289.56	289.56	0.01	0.00	289.82
Waste						0.00	0.00		0.00	0.00	4.02	0.00	4.02	0.24	0.00	9.01
Water						0.00	0.00		0.00	0.00	0.00	5.96	5.96	0.02	0.00	6.58
<b>Total</b>	<b>0.33</b>	<b>0.53</b>	<b>2.19</b>	<b>0.00</b>	<b>0.31</b>	<b>0.02</b>	<b>0.34</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>4.02</b>	<b>378.13</b>	<b>382.15</b>	<b>0.27</b>	<b>0.00</b>	<b>388.54</b>

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	78.20	78.20	0.00	0.00	78.69
Mobile	0.23	0.51	2.17	0.00	0.31	0.02	0.34	0.00	0.02	0.02	0.00	289.56	289.56	0.01	0.00	289.82
Waste						0.00	0.00		0.00	0.00	3.01	0.00	3.01	0.18	0.00	6.76
Water						0.00	0.00		0.00	0.00	0.00	5.10	5.10	0.02	0.00	5.61
<b>Total</b>	<b>0.33</b>	<b>0.53</b>	<b>2.19</b>	<b>0.00</b>	<b>0.31</b>	<b>0.02</b>	<b>0.34</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>3.01</b>	<b>372.86</b>	<b>375.87</b>	<b>0.21</b>	<b>0.00</b>	<b>380.88</b>

## 3.0 Construction Detail

### 3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads



### 3.2 Demolition - 2012

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.16	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.10
<b>Total</b>	<b>0.02</b>	<b>0.16</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>14.06</b>	<b>14.06</b>	<b>0.00</b>	<b>0.00</b>	<b>14.10</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.98
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>	<b>1.65</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>

### 3.2 Demolition - 2012

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.02	0.16	0.10	0.00		0.01	0.01		0.01	0.01	0.00	14.06	14.06	0.00	0.00	14.10
<b>Total</b>	<b>0.02</b>	<b>0.16</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>14.06</b>	<b>14.06</b>	<b>0.00</b>	<b>0.00</b>	<b>14.10</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.67	0.67	0.00	0.00	0.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.98
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>	<b>1.65</b>	<b>0.00</b>	<b>0.00</b>	<b>1.65</b>

### 3.2 Demolition - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.31	0.21	0.00		0.02	0.02		0.02	0.02	0.00	29.45	29.45	0.00	0.00	29.53
<b>Total</b>	<b>0.04</b>	<b>0.31</b>	<b>0.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>29.45</b>	<b>29.45</b>	<b>0.00</b>	<b>0.00</b>	<b>29.53</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.02	2.02	0.00	0.00	2.02
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.02</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>	<b>3.42</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>

### 3.2 Demolition - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.04	0.31	0.21	0.00		0.02	0.02		0.02	0.02	0.00	29.45	29.45	0.00	0.00	29.53
<b>Total</b>	<b>0.04</b>	<b>0.31</b>	<b>0.21</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>	<b>29.45</b>	<b>29.45</b>	<b>0.00</b>	<b>0.00</b>	<b>29.53</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	1.40	1.40	0.00	0.00	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.02	2.02	0.00	0.00	2.02
<b>Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.02</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.03</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>	<b>3.42</b>	<b>0.00</b>	<b>0.00</b>	<b>3.42</b>

### 3.3 Grading - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.35	0.24	0.00		0.03	0.03		0.03	0.03	0.00	33.47	33.47	0.00	0.00	33.55
<b>Total</b>	<b>0.05</b>	<b>0.35</b>	<b>0.24</b>	<b>0.00</b>	<b>0.02</b>	<b>0.03</b>	<b>0.05</b>	<b>0.01</b>	<b>0.03</b>	<b>0.04</b>	<b>0.00</b>	<b>33.47</b>	<b>33.47</b>	<b>0.00</b>	<b>0.00</b>	<b>33.55</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.29	2.29	0.00	0.00	2.29
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>	<b>2.29</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>

### 3.3 Grading - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.05	0.35	0.24	0.00		0.03	0.03		0.03	0.03	0.00	33.47	33.47	0.00	0.00	33.55
<b>Total</b>	<b>0.05</b>	<b>0.35</b>	<b>0.24</b>	<b>0.00</b>	<b>0.01</b>	<b>0.03</b>	<b>0.04</b>	<b>0.00</b>	<b>0.03</b>	<b>0.03</b>	<b>0.00</b>	<b>33.47</b>	<b>33.47</b>	<b>0.00</b>	<b>0.00</b>	<b>33.55</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.29	2.29	0.00	0.00	2.29
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>	<b>2.29</b>	<b>0.00</b>	<b>0.00</b>	<b>2.29</b>

### 3.4 Building construction - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.36	0.90	0.00		0.09	0.09		0.09	0.09	0.00	147.32	147.32	0.01	0.00	147.64
<b>Total</b>	<b>0.18</b>	<b>1.36</b>	<b>0.90</b>	<b>0.00</b>		<b>0.09</b>	<b>0.09</b>		<b>0.09</b>	<b>0.09</b>	<b>0.00</b>	<b>147.32</b>	<b>147.32</b>	<b>0.01</b>	<b>0.00</b>	<b>147.64</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.05	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.21	8.21	0.00	0.00	8.21
Worker	0.00	0.00	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	6.89	6.89	0.00	0.00	6.90
<b>Total</b>	<b>0.01</b>	<b>0.05</b>	<b>0.09</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>15.10</b>	<b>15.10</b>	<b>0.00</b>	<b>0.00</b>	<b>15.11</b>

### 3.4 Building construction - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.18	1.36	0.90	0.00		0.09	0.09		0.09	0.09	0.00	147.32	147.32	0.01	0.00	147.64
<b>Total</b>	<b>0.18</b>	<b>1.36</b>	<b>0.90</b>	<b>0.00</b>		<b>0.09</b>	<b>0.09</b>		<b>0.09</b>	<b>0.09</b>	<b>0.00</b>	<b>147.32</b>	<b>147.32</b>	<b>0.01</b>	<b>0.00</b>	<b>147.64</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.05	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.21	8.21	0.00	0.00	8.21
Worker	0.00	0.00	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	6.89	6.89	0.00	0.00	6.90
<b>Total</b>	<b>0.01</b>	<b>0.05</b>	<b>0.09</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>15.10</b>	<b>15.10</b>	<b>0.00</b>	<b>0.00</b>	<b>15.11</b>



### 3.4 Building construction - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.23	1.68	1.19	0.00		0.10	0.10		0.10	0.10	0.00	196.73	196.73	0.02	0.00	197.11
<b>Total</b>	<b>0.23</b>	<b>1.68</b>	<b>1.19</b>	<b>0.00</b>		<b>0.10</b>	<b>0.10</b>		<b>0.10</b>	<b>0.10</b>	<b>0.00</b>	<b>196.73</b>	<b>196.73</b>	<b>0.02</b>	<b>0.00</b>	<b>197.11</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.07	0.04	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	10.98	10.98	0.00	0.00	10.99
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.03	9.03	0.00	0.00	9.05
<b>Total</b>	<b>0.02</b>	<b>0.08</b>	<b>0.10</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>20.01</b>	<b>20.01</b>	<b>0.00</b>	<b>0.00</b>	<b>20.04</b>

### 3.4 Building construction - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.23	1.68	1.19	0.00		0.10	0.10		0.10	0.10	0.00	196.73	196.73	0.02	0.00	197.11
<b>Total</b>	<b>0.23</b>	<b>1.68</b>	<b>1.19</b>	<b>0.00</b>		<b>0.10</b>	<b>0.10</b>		<b>0.10</b>	<b>0.10</b>	<b>0.00</b>	<b>196.73</b>	<b>196.73</b>	<b>0.02</b>	<b>0.00</b>	<b>197.11</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.07	0.04	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	10.98	10.98	0.00	0.00	10.99
Worker	0.01	0.01	0.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	9.03	9.03	0.00	0.00	9.05
<b>Total</b>	<b>0.02</b>	<b>0.08</b>	<b>0.10</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.02</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>20.01</b>	<b>20.01</b>	<b>0.00</b>	<b>0.00</b>	<b>20.04</b>

### 3.5 Paving - 2013

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.18	0.12	0.00		0.01	0.01		0.01	0.01	0.00	15.97	15.97	0.00	0.00	16.02
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.03</b>	<b>0.18</b>	<b>0.12</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>15.97</b>	<b>15.97</b>	<b>0.00</b>	<b>0.00</b>	<b>16.02</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.06	2.06	0.00	0.00	2.06
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.06</b>	<b>2.06</b>	<b>0.00</b>	<b>0.00</b>	<b>2.06</b>

### 3.5 Paving - 2013

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.03	0.18	0.12	0.00		0.01	0.01		0.01	0.01	0.00	15.97	15.97	0.00	0.00	16.02
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.03</b>	<b>0.18</b>	<b>0.12</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>15.97</b>	<b>15.97</b>	<b>0.00</b>	<b>0.00</b>	<b>16.02</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.06	2.06	0.00	0.00	2.06
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.06</b>	<b>2.06</b>	<b>0.00</b>	<b>0.00</b>	<b>2.06</b>

### 3.6 Architectural Coating - 2014

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.25					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.06	0.04	0.00		0.01	0.01		0.01	0.01	0.00	5.74	5.74	0.00	0.00	5.76
<b>Total</b>	<b>0.26</b>	<b>0.06</b>	<b>0.04</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>5.74</b>	<b>5.74</b>	<b>0.00</b>	<b>0.00</b>	<b>5.76</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.41
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.41</b>	<b>0.41</b>	<b>0.00</b>	<b>0.00</b>	<b>0.41</b>

### 3.6 Architectural Coating - 2014

#### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.25					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.06	0.04	0.00		0.01	0.01		0.01	0.01	0.00	5.74	5.74	0.00	0.00	5.76
<b>Total</b>	<b>0.26</b>	<b>0.06</b>	<b>0.04</b>	<b>0.00</b>		<b>0.01</b>	<b>0.01</b>		<b>0.01</b>	<b>0.01</b>	<b>0.00</b>	<b>5.74</b>	<b>5.74</b>	<b>0.00</b>	<b>0.00</b>	<b>5.76</b>

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.41
<b>Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.41</b>	<b>0.41</b>	<b>0.00</b>	<b>0.00</b>	<b>0.41</b>

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.23	0.51	2.17	0.00	0.31	0.02	0.34	0.00	0.02	0.02	0.00	289.56	289.56	0.01	0.00	289.82
Unmitigated	0.23	0.51	2.17	0.00	0.31	0.02	0.34	0.00	0.02	0.02	0.00	289.56	289.56	0.01	0.00	289.82
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Library	405.49	366.58	0.00	579,647	579,647
Total	405.49	366.58	0.00	579,647	579,647

#### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Library	9.50	7.30	7.30	52.00	43.00	5.00

#### 5.0 Energy Detail

## 5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	55.92	55.92	0.00	0.00	56.27
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	57.78	57.78	0.00	0.00	58.15
NaturalGas Mitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	22.28	22.28	0.00	0.00	22.42
NaturalGas Unmitigated	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	24.83	24.83	0.00	0.00	24.98
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Library	465260	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	24.83	24.83	0.00	0.00	24.98
<b>Total</b>		<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>24.83</b>	<b>24.83</b>	<b>0.00</b>	<b>0.00</b>	<b>24.98</b>



## 5.2 Energy by Land Use - NaturalGas

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Library	417594	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00	0.00	22.28	22.28	0.00	0.00	22.42
<b>Total</b>		<b>0.00</b>	<b>0.02</b>	<b>0.02</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>22.28</b>	<b>22.28</b>	<b>0.00</b>	<b>0.00</b>	<b>22.42</b>

## 5.3 Energy by Land Use - Electricity

### Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Library	198660					57.78	0.00	0.00	58.15
<b>Total</b>						<b>57.78</b>	<b>0.00</b>	<b>0.00</b>	<b>58.15</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Library	192242					55.92	0.00	0.00	56.27
Total						55.92	0.00	0.00	56.27

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.10	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 6.2 Area by SubCategory

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.08					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>0.10</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					5.10	0.02	0.00	5.61
Unmitigated					5.96	0.02	0.00	6.58
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Library	0.672712 / 1.05219					5.96	0.02	0.00	6.58
<b>Total</b>						<b>5.96</b>	<b>0.02</b>	<b>0.00</b>	<b>6.58</b>

## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Library	0.538169 / 0.946971					5.10	0.02	0.00	5.61
<b>Total</b>						<b>5.10</b>	<b>0.02</b>	<b>0.00</b>	<b>5.61</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

### Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					3.01	0.18	0.00	6.76
Unmitigated					4.02	0.24	0.00	9.01
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Library	19.8					4.02	0.24	0.00	9.01
<b>Total</b>						<b>4.02</b>	<b>0.24</b>	<b>0.00</b>	<b>9.01</b>

### Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Library	14.85					3.01	0.18	0.00	6.76
<b>Total</b>						<b>3.01</b>	<b>0.18</b>	<b>0.00</b>	<b>6.76</b>

## 9.0 Vegetation

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## **Appendix B   Consulting Arborist's Report**



# **City of Manhattan Beach Manhattan Beach Library Tree Inventory**

March 19, 2012

This Tree Inventory documents the species, size, and condition of trees located around the Manhattan Beach Library. The inventory was undertaken in advance of proposed removal of the existing library and construction of a new library facility. There are thirty six trees identified around the library site. This includes the entry to City Hall, street trees along Highland Avenue, the corridor between City Hall and the library, the east parking lot interface, south loading dock area, and the landscape corridor situated between the library and southern office lofts.

The thirty six trees are identified on a site plan by number and referenced to a summary legend. Field data sheets describing size and physical characteristics are included as an attachment. Finally, the trees are described in photographs.



**Tree #1 is a Melaleuca located at the entrance to City Hall.**



**Tree #2 is a New Zealand Christmas tree located between City Hall and the :Library .**



**Trees #3 and #4 are very young Evergreen Pears.**





**Tree #5 is a Coral tree, the largest tree on site, located in the south west quadrant.**



**California Peppers #6 through #9 are located along the south wall of the library.**





**Pepper #10 is located in the south landscape corridor.**



**As is a very young Pittosporum #11.**





**Aleppo Pines #12 and #13 are located near the loading dock.**



**Western Sycamores #14, #15, #16, #17, and #18 are located to the east of the loading dock.**





**Chinese Elms #19, #20, #21 and #22 are a uniform planting separating parking from the buildings.**



**African Tulip #23 is shown with three small Evergreen Pears #24, #25 and #26 in the wind tunnel between City Hall and the Library.**





**Queen Palm #27 is located at the entrance to City Hall.**



**Queen Palms #28 and #29 are in the foreground; street tree  
Queen Palms #31, #32 and King Palm #33 are shown progressing south  
along Highland Avenue.**



**King Palms #33 and #34 are shown in the foreground with  
Queen Palms #35 and #36 beyond along Highland.**

**CRAIG CROTTY, CONSULTING ARBORIST**  
FIELD DATA SHEETS/VISUAL INSPECTION FROM GRADE

**MANHATTAN BEACH LIBRARY**  
19-Mar-12

TREE NUMBER	1	2	3	4	5	6	7	8
TRUNK DIAMETER (INCHES)	7,7,6	15	2	2	32	3,1	4	4,3
CROWN SPREAD (FEET)	22	30	8	7	50	12	13	13
HEIGHT (ESTIMATED) (FEET)	18	28	12	10	35	11	13	12

**PHYSICAL CONDITION**

TRUNK LEAN						x		
TRUNK CAVITY					x			
TRUNK WOUND					x			
EXPOSED STRUCTURAL ROOTS					x			
FILL SOILS AT ROOT CROWN								
WEAK TRUNK/ BRANCH ATTACHMENTS								
PREVIOUS FAILURES								
BRANCH CAVITY								
BRANCH WOUND		x						
POOR TAPER								
EXCESSIVE END WEIGHT								
DEAD & BROKEN BRANCHES/HANGERS		x						
THIN FOLIAGE	x		x	x		x		
TIP DECLINE	x							
LEAF COLOR	x					x	x	x
PRUNING DAMAGE								
INSECT DAMAGE IN CROWN								
PSYLLIDS						x	x	x
MUSHROOMS/CONKS								
CANKERS/GALLS								
TRUNK BLEEDING/OOZING								

**OBSERVATIONS**

REMOVE DUE TO PROPOSAL	x	x	x	x	x	x	x	x
CONSTRUCTION IMPACTED	x	x	x	x	x	x	x	x
RELOCATE ON SITE	x							
UNSUITABLE FOR RELOCATION								
PEST/DISEASE TREATMENT								
RESTORE ORIGINAL GRADE								
ADJUST IRRIGATION/UNDERSTORY PLANT								
AERATE/APPLY MULCH								
MAINTENANCE PRUNING								

**RISK LEVEL**

MODERATE RISK	2	3	1	1		1	1	1
RAISED RISK					8			
SEVERE RISK								

**RATING**

HEALTH	C	C	C	C	B	C	C	C
STRUCTURE	C	B	C	C	C	C	C	C
AESTHETICS	C	B	C	C	A	C	C	C
<b>OVERALL RATING</b>	<b>C</b>	<b>C/B</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>

**SPECIES/COMMENTS A-EXCELLENT B-GOOD C-FAIR D- POOR/DECLINING F-DEAD**

TREE #1 Melaleuca quinquenervia Loc @ W front entry. Multi trunk. Fair condition.
TREE #2 Metrosideros excelsa Loc between structures west side. Fair/Good cond.
TREE #3 Pyrus kawakamii West side. Very small. Fair.
TREE #4 Pyrus kawakamii West side. Very small. Fair.
TREE #5 Erythrina caffra Loc south west side. Trunk cavities with decay. Fair cond.
TREE #6 Scinus molle Young tree, wind blown, one sided crown , leaf tipp browning, psyllids. Fair.
TREE #7 Scinus molle Young tree, wind blown, psyllids. Fair.
TREE #8 Scinus molle Young tree, better form, psyllids. Fair.

**CRAIG CROTTY, CONSULTING ARBORIST**  
FIELD DATA SHEETS/VISUAL INSPECTION FROM GRADE

**MANHATTAN BEACH LIBRARY**  
19-Mar-12

TREE NUMBER	9	10	11	12	13	14	15	16
TRUNK DIAMETER (INCHES)	4	4.4	3	24	23	2	4	3
CROWN SPREAD (FEET)	11	13	9	32	30	8	15	12
HEIGHT (ESTIMATED) (FEET)	10	10	10	24	36	12	20	14

**PHYSICAL CONDITION**

TRUNK LEAN		x	x	x	x		x	
TRUNK CAVITY								
TRUNK WOUND								
EXPOSED STRUCTURAL ROOTS		x						
FILL SOILS AT ROOT CROWN								
WEAK TRUNK/ BRANCH ATTACHMENTS								
PREVIOUS FAILURES								
BRANCH CAVITY								
BRANCH WOUND		x						
POOR TAPER								
EXCESSIVE END WEIGHT								
DEAD & BROKEN BRANCHES/HANGERS								
THIN FOLIAGE		x				x	x	x
TIP DECLINE					x			
LEAF COLOR	x	x						
PRUNING DAMAGE								
INSECT DAMAGE IN CROWN								
PSYLLIDS	x							
MUSHROOMS/CONKS								
CANKERS/GALLS								
TRUNK BLEEDING/OOZING								

**OBSERVATIONS**

REMOVE DUE TO PROPOSAL	x	x	x	x	x	x	x	x
CONSTRUCTION IMPACTED	x	x	x	x	x	x	x	x
RELOCATE ON SITE								
UNSUITABLE FOR RELOCATION								
PEST/DISEASE TREATMENT								
RESTORE ORIGINAL GRADE								
ADJUST IRRIGATION/UNDERSTORY PLANT								
AERATE/APPLY MULCH								
MAINTENANCE PRUNING								

**RISK LEVEL**

MODERATE RISK	1	1	1			1	1	1
RAISED RISK				5	6			
SEVERE RISK								

**RATING**

HEALTH	C	C	B	C	C	C	C	C
STRUCTURE	C	C	B	D	C	B	B	B
AESTHETICS	C	C	A	C	C	B	B	B
<b>OVERALL RATING</b>	<b>C</b>	<b>C</b>	<b>B</b>	<b>C/D</b>	<b>C</b>	<b>C/B</b>	<b>C/B</b>	<b>C/B</b>

**SPECIES/COMMENTS**      **A- EXCELLENT   B-GOOD   C-FAIR   D- POOR/DECLINING   F-DEAD**

TREE #9 Schinus molle Dwarfed, young tree, wind blown, psyllids. Fair condition.
TREE #10 Schinus molle Young tree, wind blown, psyllids. Fair condition.
TREE #11 Pittosporum tobira Loc south side. Very small. Good condition.
TREE #12 Pinus halapensis South side. Contorted, poor structure, swooping branches, attached same height. Fair-poor.
TREE #13 Pinus halapensis South side. Compact form, slight lean. Fair.
TREE #14 Platanus racemosa Very young tree. Fair-Good.
TREE #15 Platanus racemosa Young tree, thin, leaning. Fair-Good.
TREE #16 Platanus racemosa Young tree, suppressed growth by #17. Fair-Good.

**CRAIG CROTTY, CONSULTING ARBORIST**  
FIELD DATA SHEETS/VISUAL INSPECTION FROM GRADE

**MANHATTAN BEACH LIBRARY**  
19-Mar-12

TREE NUMBER	17	18	19	20	21	22	23	24
TRUNK DIAMETER (INCHES)	10	8	6	6	6	6	6	5
CROWN SPREAD (FEET)	22	22	15	14	15	18	15	14
HEIGHT (ESTIMATED) (FEET)	36	38	16	16	16	14	15	14

**PHYSICAL CONDITION**

TRUNK LEAN	x							x
TRUNK CAVITY								
TRUNK WOUND								
EXPOSED STRUCTURAL ROOTS		x						
FILL SOILS AT ROOT CROWN								
WEAK TRUNK/ BRANCH ATTACHMENTS								
PREVIOUS FAILURES								
BRANCH CAVITY								
BRANCH WOUND			x	x	x	x		
POOR TAPER								
EXCESSIVE END WEIGHT								
DEAD & BROKEN BRANCHES/HANGERS								
THIN FOLIAGE							x	
TIP DECLINE								
LEAF COLOR								
PRUNING DAMAGE								
INSECT DAMAGE IN CROWN								
PSYLLIDS								
MUSHROOMS/CONKS								
CANKERS/GALLS								
TRUNK BLEEDING/OOZING								

**OBSERVATIONS**

REMOVE DUE TO PROPOSAL	x	x	x	x	x	x	x	x
CONSTRUCTION IMPACTED	x	x	x	x	x	x	x	x
RELOCATE ON SITE								
UNSUITABLE FOR RELOCATION								
PEST/DISEASE TREATMENT								
RESTORE ORIGINAL GRADE								
ADJUST IRRIGATION/UNDERSTORY PLANT								
AERATE/APPLY MULCH								
MAINTENANCE PRUNING								

**RISK LEVEL**

MODERATE RISK	3	3	2	2	2	2	2	2
RAISED RISK								
SEVERE RISK								

**RATING**

HEALTH	B	B	B	B	B	B	C	C
STRUCTURE	B	B	B	B	B	B	B	C
AESTHETICS	A	B	B	B	B	B	B	B
<b>OVERALL RATING</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>C</b>	<b>C</b>

**SPECIES/COMMENTS**      **A- EXCELLENT   B-GOOD   C-FAIR   D- POOR/DECLINING   F-DEAD**

TREE #17 Platanus racemosa   Good specimen, larger, protection from wind. Good condition.
TREE #18 Platanus racemosa   Good specimen, larger, protection from wind. Good condition.
TREE #19 Ulmus parvifolia   East side. Rounded, pruned uniformly with group. Good condition.
TREE #20 Ulmus parvifolia   East side. Rounded, pruned uniformly with group. Good condition.
TREE #21 Ulmus parvifolia   East side. Rounded, pruned uniformly with group. Good condition.
TREE #22 Ulmus parvifolia   East side. Rounded, pruned uniformly with group. Good condition.
TREE #23 Spathodea campanulata   Young tree, loc north side between CH and Lib in wind tunnel. Fair-Good.
TREE #24 Pyrus kawakamii   Young tree, leaning crown, slight fireblight. Fair-Good.

**CRAIG CROTTY, CONSULTING ARBORIST**  
FIELD DATA SHEETS/VISUAL INSPECTION FROM GRADE

**MANHATTAN BEACH LIBRARY**  
19-Mar-12

TREE NUMBER	25	26	27	28	29	30	31	32
TRUNK DIAMETER (INCHES)	3	3	8	6	6	6	8	8
CROWN SPREAD (FEET)	12	10	14	10	12	10	20	13
HEIGHT (ESTIMATED) (FEET)	12	10	16	12	20	22	34	15

**PHYSICAL CONDITION**

TRUNK LEAN								
TRUNK CAVITY								
TRUNK WOUND								
EXPOSED STRUCTURAL ROOTS								
FILL SOILS AT ROOT CROWN								
WEAK TRUNK/ BRANCH ATTACHMENTS								
PREVIOUS FAILURES								
BRANCH CAVITY								
BRANCH WOUND	x							
POOR TAPER								
EXCESSIVE END WEIGHT								
DEAD & BROKEN BRANCHES/HANGERS	x							
THIN FOLIAGE						x		
TIP DECLINE								
LEAF COLOR-YELLOWING			x		x	x		x
PRUNING DAMAGE								
INSECT DAMAGE IN CROWN								
PSYLLIDS								
MUSHROOMS/CONKS								
CANKERS/GALLS								
TRUNK BLEEDING/OOZING								

**OBSERVATIONS**

REMOVE DUE TO PROPOSAL	x	x	x	x	x	x	x	x
CONSTRUCTION IMPACTED	x	x	x	x	x	x	x	x
RELOCATE ON SITE								
UNSUITABLE FOR RELOCATION								
PEST/DISEASE TREATMENT								
RESTORE ORIGINAL GRADE								
ADJUST IRRIGATION/UNDERSTORY PLANT								
AERATE/APPLY MULCH								
MAINTENANCE PRUNING								

**RISK LEVEL**

MODERATE RISK	1	1	1	1	1	1	1	1
RAISED RISK								
SEVERE RISK								

**RATING**

HEALTH	C	C	D	D	C	C	B	C
STRUCTURE	D	C	C	C	C	C	B	C
AESTHETICS	C	C	C	C	C	B	B	D
<b>OVERALL RATING</b>	<b>D</b>	<b>C</b>	<b>C/D</b>	<b>C/D</b>	<b>C</b>	<b>C</b>	<b>B</b>	<b>C/D</b>

**SPECIES/COMMENTS**      **A- EXCELLENT   B-GOOD   C-FAIR   D- POOR/DECLINING   F-DEAD**

TREE #25 Pyrus kawakamii Broken crown, small tree in wind tunnel between CH and Lib. Poor condition.

TREE #26 Pyrus kawakamii Small tree in wind tunnel between CH and Lib. Fair condition.

TREE #27 Syagrus romanzoffianum West side. Yellow possible nutrient deficiency. Fair/Poor condition.

TREE #28 Syagrus romanzoffianum West side. Dwarfed, undersized, yellow possible nutrient deficiency. Fair/Poor condition.

TREE #29 Syagrus romanzoffianum Street tree-West side. Young newly installed. Fair condition.

TREE #30 Syagrus romanzoffianum Street tree-West side. Thin crown. Fair condition.

TREE #31 Syagrus romanzoffianum Street tree-West side. Nice specimen. Good condition.

TREE #32 Syagrus romanzoffianum Street tree-West side. Dwarfed poor specimen. Fair/Poor condition.

TREE NUMBER	33	34	35	36				
TRUNK DIAMETER (INCHES)	5	6	11	9				
CROWN SPREAD (FEET)	10	15	22	14				
HEIGHT (ESTIMATED) (FEET)	14	16	35	30				

**PHYSICAL CONDITION**

TRUNK LEAN								
TRUNK CAVITY								
TRUNK WOUND								
EXPOSED STRUCTURAL ROOTS								
FILL SOILS AT ROOT CROWN								
WEAK TRUNK/ BRANCH ATTACHMENTS								
PREVIOUS FAILURES								
BRANCH CAVITY								
BRANCH WOUND								
POOR TAPER								
EXCESSIVE END WEIGHT								
DEAD & BROKEN BRANCHES/HANGERS								
THIN FOLIAGE								
TIP DECLINE		x						
LEAF COLOR-YELLOWING	x	x	x	x				
PRUNING DAMAGE								
INSECT DAMAGE IN CROWN								
PSYLLIDS								
MUSHROOMS/CONKS								
CANKERS/GALLS								
TRUNK BLEEDING/OOZING								

**OBSERVATIONS**

REMOVE DUE TO PROPOSAL	x	x	x					
CONSTRUCTION IMPACTED	x	x	x					
RELOCATE ON SITE								
UNSUITABLE FOR RELOCATION								
PEST/DISEASE TREATMENT								
RESTORE ORIGINAL GRADE								
ADJUST IRRIGATION/UNDERSTORY PLANT								
AERATE/APPLY MULCH								
MAINTENANCE PRUNING								

**RISK LEVEL**

MODERATE RISK	2	2	3	3				
RAISED RISK								
SEVERE RISK								

**RATING**

HEALTH	C	C	B	C				
STRUCTURE	B	B	B	B				
AESTHETICS	B	B	B	B				
<b>OVERALL RATING</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>C</b>				

**SPECIES/COMMENTS**      **A- EXCELLENT   B-GOOD   C-FAIR   D- POOR/DECLINING   F-DEAD**

TREE #33 Archontophoenix cunninghamiana Street tree. Smallish, good specimen, some yellowing. Good condition.

TREE #34 Archontophoenix cunninghamiana Street tree. Good specimen, some leaf browning-yellowing. Good condition.

TREE #35 Syagrus romanzoffianum Street tree-West side. Large, good specimen, spike wounds. Good condition.

TREE #36 Syagrus romanzoffianum Street tree-West side. Thin crown, lower vigor. Fair condition.





**Appendix C   California Historical Resources Information  
System(CHRIS) Records Search Results for  
the Manhattan Beach County Library Project,  
Manhattan Beach, Los Angeles County,  
California**





**Atkins North America, Inc.**  
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April 3, 2012

Mr. Jason I. Kim, Project Manager  
Los Angeles County Department of Public Works  
Project Management Division 1  
900 South Fremont Avenue, 5<sup>th</sup> Floor  
Alhambra, California 91803-1331

**Subject:** California Historical Resources Information System (CHRIS) Records Search  
Results for the Manhattan Beach County Library Project, Manhattan Beach,  
Los Angeles County, California

Dear Mr. Kim:

Atkins has completed a CHRIS records search for the proposed Manhattan Beach County Library Project. The project proposes to demolish the existing 12,188-square foot library building and construct a new 21,500-square foot library. The project area is located within an unplatted portion of Township 3 South, Range 15 West as found on the U.S. Geological Survey (USGS) Venice, California 7.5-minute topographic quadrangle. The existing Manhattan Beach County Library building is located at 1320 Highland Avenue in the City of Manhattan Beach, Los Angeles County, California.

The CHRIS records search was conducted on March 22, 2012 by Atkins Archaeologist William R. Gillean, B.S., working under the supervision of Atkins Associate Project Manager/Archaeologist Jennifer M. Sanka, M.A., RPA. The records search was completed at the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton. The search included a review of previous cultural resources surveys and documented resources for the project area, and all lands found within 1-mile. To identify the presence/absence of cultural resources, Mr. Gillean examined various current inventories, including the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), California State Historic Resources Inventory (HRI), and the Office of Historic Preservation Historic Property Data File (HPDF) for Manhattan Beach, Los Angeles County. Archival maps were also inspected for indications of historic age structures and features in the area. Additional information was obtained from the City of Manhattan Beach regarding the presence of City designated culturally significant landmarks within the search radius (Manhattan Beach 2010a, 2010b, 2012a, and 2012b).

The results of the SCCIC records search and a review of the City of Manhattan Beach culturally significant landmarks indicated that no cultural resources have been recorded within the project area, and that a total of 14 historic age resources are known within the 1-mile search radius. Of the 14 resources, 11 are residences, one is a park, one is a commercial property, and one is a pier. The residences, park and commercial property are all recognized as culturally significant landmarks in the City of Manhattan Beach, and five of the residences have been nominated for the CRHR. Of the five residences nominated for the CRHR, two have been formally listed in the CRHR. The historic age pier is the Manhattan Beach Pier, which is recognized as CHL-1018 and is listed in the CRHR. These resources and their location relative to the project area are outlined in Table 1 below.

**Table 1: Known Cultural Resources within the 1-Mile Records Search Radius**

Site Number/ Address	Resource Description	Within ~1-mile to 0.5- mile Radius	Within ~0.5-mile to 0.25- mile Radius	Within ~0.25- mile Radius	Within Project Area?
19-150438	Historic age – This resource is the Manhattan Beach Pier, and is CHL-1018. This resource has been assigned a National Register Status code (NRS) of 1CL, indicating that this resource is a CHL automatically listed in the CRHR. Construction on the pier commenced in 1917, and was completed in 1920. The pier consists of a 928-foot deck on pilings with a round two-story building at the ocean end.	--	●	●	No
19-189240	Historic age – This resource is a rectangular modern style duplex home built on The Strand in 1960. Known as the Scott House, it was the first steel supported residence in Manhattan Beach. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2007 by City Resolution No. 6114. Further, this resource has a NRS of 1CS, indicating that the property is individually listed in the CRHR.	●	--	--	No
19-189242	Historic age – A one bedroom Queen Anne Victorian built in	--	--	●	No

Site Number/ Address	Resource Description	Within ~1-mile to 0.5- mile Radius	Within ~0.5-mile to 0.25- mile Radius	Within ~0.25- mile Radius	Within Project Area?
	1918, and known as the Mueller House. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2007 by City Resolution No. 6114. Further, this resource was nominated for the CRHR in 2008; however, it has not been formally listed. The resource currently has a NRS of 7J, indicating that the Office of Historic Preservation (OHP) has received information for evaluation or action, but no formal evaluation has been rendered.				
19-189243	Historic age – The Dearden House, which is a single story simple rectangular Adobe style home constructed in 1950. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2007 by City Resolution No. 6114. Further, this resource was nominated for the CRHR in 2008; however, it has not been formally listed. The resource currently has a NRS of 7J, indicating that the OHP has received information for evaluation or action, but no formal evaluation has been rendered.	●	--	--	No
19-189244	Historic age – A half story Tudor/French country style cottage built in 1937, and known as the Salaman House. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2007 by City Resolution No. 6114. Further, this resource was nominated for the CRHR in 2008; however, it has not been formally listed. The resource currently has a NRS of 7J,	●	--	--	No

Site Number/ Address	Resource Description	Within ~1-mile to 0.5- mile Radius	Within ~0.5-mile to 0.25- mile Radius	Within ~0.25- mile Radius	Within Project Area?
	indicating that the OHP has received information for evaluation or action, but no formal evaluation has been rendered.				
19-189245	Historic age – This resource is known as the Bailey House, and is a single story, rectangular, California bungalow built in 1922. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2007 by City Resolution No. 6114. Further, this resource has a NRS of 1CS, indicating that the property is individually listed in the CRHR.	--	--	●	No
Highland Avenue, between 26th and 27th Streets	Historic age – This resource is known as Bruce's Beach, and is the oldest City park. Established as a park in 1924, the site previously served as Bruce's Lodge beach resort. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2010 by City Resolution No. 6249.	●	--	--	No
3301 Highland Avenue	Historic age – Moon's Market, which is a Spanish style building constructed in 1914. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2010 by City Resolution No. 6249. This resource is the first commercial building to be nominated for local recognition in the City.	●	--	--	No
224 5th Street	Historic age – A beach cottage built in 1931. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2010 by City Resolution No. 6249.	--	●	--	No
216 4th Street	Historic age – A Craftsman Dutch style residence built in 1912. This resource was	--	●	--	No

Site Number/ Address	Resource Description	Within ~1-mile to 0.5- mile Radius	Within ~0.5-mile to 0.25- mile Radius	Within ~0.25- mile Radius	Within Project Area?
	recognized as a culturally significant landmark in the City of Manhattan Beach in 2010 by City Resolution No. 6249.				
2620 Alma Avenue	Historic age – This resource is a Craftsman style residence built by developer and builder George Peck, Jr. in 1922. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2012 during a City Council Meeting.	●	--	--	No
328 28th Street	Historic age – A Craftsman/Cape Cod beach cottage built in 1932. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2012 during a City Council Meeting.	●	--	--	No
118 North Ardmore Avenue	Historic age – A residence/studio/gallery built in 1952, and associated with ceramic artist Frank Matranga. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2012 during a City Council Meeting.	●	--	--	No
129 13th Street	Historic age – This resource is a Craftsman style beach cottage built in 1929. This resource was recognized as a culturally significant landmark in the City of Manhattan Beach in 2012 during a City Council Meeting.	--	--	●	No

Ten area-specific cultural resource reports are on-file with the SCCIC for the 1-mile search radius. Collectively, these reports address approximately 10 percent of the records search radius. One of these studies specifically assessed the project area, and included a records search and literature review of a large portion of Manhattan Beach and the surrounding vicinity (LA-2904). An additional study addressed the nearby 15<sup>th</sup> Street corridor through a records search and pedestrian survey; however, this study did

not assess the project area (LA-4836). These results indicate that the project area has not been subjected to a professional pedestrian survey.

During the records search, archival maps were reviewed for the presence of historic age structures and development within the project area and the general vicinity. The results of this review are presented below in Table 2, and assist in determining the probability for encountering historic age resources during project implementation. Archival maps can also provide insight about historic-era land use patterns.

**Table 2: Archival Topographic Map Review**

<b>Topographic Map Name and Date</b>	<b>Review</b>
1896 USGS Redondo, CA 15-minute map	Neither structures nor features are depicted within the project area at this time. The only feature present within the 1-mile search radius is the Redondo Branch of the Atchison, Topeka, and Santa Fe (AT&SF) Railroad, which trends from the northeast and then curves to the south toward a named Redondo.
1944 USGS Redondo, CA 15-minute map	This map does not depict any structures within the project area; however, unnamed roads are present throughout the 1-mile search radius. These roads are organized into various blocks and generally appear similar to the network of streets depicted on the modern Venice, CA 7.5-minute topographic map (1964, revised 1981). An unnamed railroad track is shown along the same alignment as the Redondo Branch of the AT&SF as shown on the 1896 Redondo, CA map.

## Summary

The results of the CHRIS records search indicate that the project area has not been previously surveyed for the presence or absence of observable cultural resources, and that ten area-specific reports have been filed that address the land within the 1-mile search radius. Collectively, these ten studies have detected six resources, including one historic age pier (Manhattan Beach Pier), and five historic age residences. An additional eight resources were detected through a review of the City of Manhattan Beach culturally significant landmarks for a total of 14 historic age resources within the 1-mile search radius. Of the 14 resources, 11 are residences, one is a park, one is a commercial property, and one is a pier. The residences, park and commercial property are all recognized as culturally significant landmarks in the City of Manhattan Beach, and five of the residences have been have been nominated for the CRHR. Of the five residences nominated for the CRHR, two have been formally listed in the CRHR. The historic age pier is the Manhattan Beach Pier, which is recognized as CHL-1018 and is listed in the CRHR. All of these resources are located beyond the project area boundaries. An archival topographic map review revealed that no historic age structures were mapped within the project area boundaries in 1896 or 1944.



### ***Inadvertent Discovery of Cultural Resources***

It is always possible that ground-disturbing activities may uncover presently obscured or buried and previously unknown cultural resources. In the event that construction activities occur within previously undisturbed soils and buried cultural resources are discovered, such resources could be damaged or destroyed, potentially resulting in significant impacts to cultural resources. If subsurface cultural resources are encountered during construction, if evidence of an archaeological site or if other suspected historic resources are encountered, it is recommended that all ground-disturbing activity cease within 100 feet of the resource. A qualified archaeologist shall be consulted to assess the find, and to determine whether the resource requires further study. The qualified archeological personnel shall assist the Lead Agency by generating measures to protect the discovered resources. Potentially significant cultural resources could consist of, but are not limited to, stone, bone, fossils, wood or shell artifacts or features, including structural remains, historic dumpsites, hearths and middens. Midden features are characterized by darkened soil, and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance under all applicable regulatory criteria.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

### ***Inadvertent Discovery of Human Remains***

There is always the possibility that ground-disturbing activities during construction may uncover previously unknown and buried human remains. If human remains are discovered during any phase of construction, including disarticulated or cremated remains, all ground-disturbing activities should cease within 100 feet of the remains. California State Health and Safety Code § 7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) § 5097.98. If the remains are determined by the County Coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. It is further recommended that a professional archaeologist with Native American burial experience conduct a field investigation of the specific site and consult with the Most Likely Descendant (MLD), if any, identified by the NAHC. As necessary and appropriate, a professional archaeologist may provide

technical assistance to the MLD, including but not limited to, the excavation and removal of the human remains.

Please feel free to contact us at 909.890.5951 if you have any questions, or if Atkins can provide additional assistance regarding cultural resource management issues.

Sincerely,



William R. Gillean, B.S.  
Field Technician II



Jennifer M. Sanka, M.A., RPA  
Associate Project Manager/Archaeologist

## References

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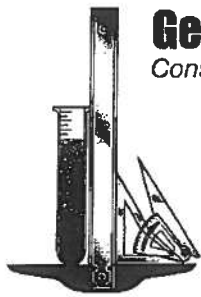
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## **Appendix D    Geotechnical Report**





**Geotechnologies, Inc.**  
Consulting Geotechnical Engineers

*Celebrating*  
**40 Years**  
*of Service*  
1971-2011

October 4, 2010  
File No. 20039

Johnson Favaro  
5898 Blackwelder Street, Suite 370  
Los Angeles, California 90232

Attention: Steven Favaro

Subject: Geotechnical Engineering Investigation  
Proposed Manhattan Beach Library  
1320 North Highland Avenue, Manhattan Beach, California

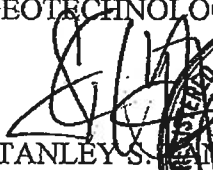
Ladies and Gentlemen:

This letter transmits the Geotechnical Engineering Investigation for the subject property prepared by Geotechnologies, Inc. This report provides geotechnical recommendations for the development of the site, including earthwork, seismic design, retaining walls, excavations, shoring and foundation design. Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official. Significant changes in the geotechnical recommendations may result due to the building department review process.

The validity of the recommendations presented herein is dependant upon review of the geotechnical aspects of the project during construction by this firm. The subsurface conditions described herein have been projected from limited subsurface exploration and laboratory testing. The exploration and testing presented in this report should in no way be construed to reflect any variations which may occur between the exploration locations or which may result from changes in subsurface conditions.

Should you have any questions please contact this office.

Respectfully submitted,  
GEOTECHNOLOGIES, INC.

  
STANLEY S. TANG  
R.C.E. 56178



SST:km

Email to: [ekuch@johnsonfavaro.com]

Distribution: (7) Addressee

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#### **ENCLOSURES - continued**

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Plates A-1 through A-4

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Plates C-1 through C-2

Plate D

Calculation Sheets (2 pages)

Soil Corrosivity Study by Schiff Associates (8 pages)



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**GEOTECHNICAL ENGINEERING INVESTIGATION  
PROPOSED MANHATTAN BEACH LIBRARY  
1320 NORTH HIGHLAND AVENUE  
MANHATTAN BEACH, CALIFORNIA**

**INTRODUCTION**

This report presents the results of the geotechnical engineering investigation performed on the subject property. The purpose of this investigation was to identify the distribution and engineering properties of the earth materials underlying the site, and to provide geotechnical recommendations for the design of the proposed development.

This investigation included one exploratory boring, and three test pits, collection of representative samples, laboratory testing, engineering analysis, review of published geologic data, review of available geotechnical engineering information and the preparation of this report. The exploratory excavation locations are shown on the enclosed Plot Plan. The results of the exploration and the laboratory testing are presented in the Appendix of this report.

**PROPOSED DEVELOPMENT**

Information concerning the proposed development was furnished by Johnson Favaro. The site is proposed to be developed with a new library. Column loads are estimated to be between 200 and 400 kips. Wall loads are estimated to be between 4 and 6 kips per lineal foot. Grading will consist of removal and recompaction of existing unsuitable soils.



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Any changes in the design of the project or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained in this report should not be considered valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

### **SITE CONDITIONS**

The property is located at 1320 North Highland Avenue, in the City of Manhattan Beach, California. The subject site is bounded by a newly constructed two-story commercial/retail building to the south, by an existing courtyard plaza to the east, by the existing City Hall Building to the north, and by Highland Avenue to the west.

The newly constructed two-story commercial/retail building, located to the south of the planned library project, is constructed over a subterranean parking garage. Based on research of available records, the subterranean parking garage extends on the order of 12 to 20 feet below the street elevation. In addition, the existing courtyard plaza located to the east of the planned library is also constructed over a subterranean parking structure, extending on the order of 10 to 12 feet below the plaza level.

At the time of exploration, the area of the proposed development was occupied by the existing library building, hardscapes and landscapes. The neighboring development consists of commercial and office structures, and parking structures. Vegetation consists of isolated trees and planters. The property slopes gently toward the southwest. Drainage is by sheetflow along the existing contours to the city streets.



## **GEOTECHNICAL EXPLORATION**

### **FIELD EXPLORATION**

The site was explored on August 18, 2010, and August 19, 2010, by excavating one exploratory boring and three test pits. The exploratory excavations varied in depth from 6 to 50 feet. The exploratory boring was excavated with the aid of a truck-mounted drilling machine using 8-inch diameter hollowstem augers. The test pits were excavated with the aid of hand laborers. The upper reaches of the test pits were on the order of 30 inches square. The deeper portions of the test pits were advanced with a 5-inch hand auger. The exploration locations are shown on the Plot Plan and the geologic materials encountered are logged on Plates A-1 through A-4.

### **Geologic Materials**

Fill materials underlying the subject site consist of silty sands to sands, which are dark to yellowish brown in color, slightly moist, medium dense, fine grained. Fill thickness ranged from 2 to 3 feet was encountered during exploration.

Native soils consist of silty sands and sands, which are dark to yellowish brown in color, slightly moist, medium dense to dense, fine grained. The native soils consist predominantly of sediments deposited by river and stream action typical to this area of Los Angeles County. More detailed soil profiles may be obtained from individual boring and test pit logs.



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### **Groundwater and Caving**

Groundwater was not encountered during our explorations, which were excavated to a maximum depth of 50 feet below the existing ground surface. Caving was not encountered in the test pits, but could not be directly observed in the exploratory boring due to the type of drilling equipment utilized.

Based on groundwater data supplied by the Seismic Hazard Zone Report of the Venice Quadrangle, by the California Geological Survey (SHZR 036), the historic-high groundwater for the site is on the order of 40 feet.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can result in changed conditions.

## **SEISMIC EVALUATION**

---

### **REGIONAL GEOLOGIC SETTING**

The subject property is located in the northern portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-trending reverse faults that form the southern margin of the Transverse Ranges.



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## **REGIONAL FAULTING**

Based on criteria established by the California Division of Mines and Geology (CDMG) now called California Geologic Survey (CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those which show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially-active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of design of some critical structures.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low (Leighton, 1990). However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude, is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

## **SEISMIC HAZARDS AND DESIGN CONSIDERATIONS**

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation and landsliding.



### **Surface Rupture**

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines “active” and “potentially active” faults utilizing the same aging criteria as that used by California Geological Survey (CGS). However, established state policy has been to zone only those faults which have direct evidence of movement within the last 11,000 years. It is this recency of fault movement that the CGS considers as a characteristic for faults that have a relatively high potential for ground rupture in the future.

CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the known fault trace based on the location precision, the complexity, or the regional significance of the fault. If a site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed that demonstrates that the proposed building site is not threatened by surface displacement from the fault before development permits may be issued.

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Ground rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and results of site reconnaissance, no known active or potentially active faults underlie the subject site. In addition, the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the subject site is considered low.

### **2007 California Building Code Seismic Parameters**

According to Table 1613.5.2 of the 2010 California Building Code, the subject site is classified as Site Class D, which corresponds to a “Stiff Soil” Profile. The following table outlines the Mapped



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Spectral Accelerations and Site Coefficients determined based on the site coordinates, and in accordance with the 2010 CBC.

<b>2010 CALIFORNIA BUILDING CODE SEISMIC PARAMETERS</b>	
Site Class	D
Mapped Spectral Acceleration at Short Periods ( $S_s$ )	1.761g
Site Coefficient ( $F_a$ )	1.0
Maximum Considered Earthquake Spectral Response for Short Periods ( $S_{MS}$ )	1.761g
Five-Percent Damped Design Spectral Response Acceleration at Short Periods ( $S_{DS}$ )	1.174g
Mapped Spectral Acceleration at One-Second Period ( $S_1$ )	0.721g
Site Coefficient ( $F_v$ )	1.5
Maximum Considered Earthquake Spectral Response for One-Second Period ( $S_{M1}$ )	1.081g
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period ( $S_{D1}$ )	0.721g

According to Section 1802.2.7, of the California Building Code, a peak ground acceleration, equivalent to Five-Percent Damped Design Spectral Response Acceleration at Short Periods ( $S_{DS}$ ) divided by 2.5, shall be utilized for liquefaction analysis. Based on the site coordinates and Site Class, Five-Percent Damped Design Spectral Response Acceleration at Short Periods ( $S_{DS}$ ) divided by 2.5 is equal to 0.47g.



### **Seismic Hazard Zone Report Ground Motion Parameters**

The California Geological Survey (CGS) has published the Seismic Hazard Zone Report for the Venice 7.5-Minute Quadrangle, Los Angeles County, California (SHZR 036). Figure 3.3 of the report indicates the Peak Ground Acceleration having a 10 percent probability of being exceeded in 50 years for an alluvial site condition in this area of Los Angeles to be 0.47g. In addition, Figure 3.4 indicates the predominant earthquake, which has a moment magnitude ( $M_w$ ) of 7.1, contributes the majority of the ground motion to the site.

### **Liquefaction**

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The Seismic Hazards Maps of the State of California (CDMG, 1999), does not classify the site as part of the potentially "Liquefiable" area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake.

A site-specific liquefaction analysis was performed following the Recommended Procedures for Implementation of CDMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California (SCEC, 1999).

The enclosed liquefaction analysis was performed using the spreadsheet template LIQ2\_30.WQ1 developed by Thomas F. Blake (1996). This program utilizes the 1996 NCEER method of analysis.





This semi-empirical method is based on a correlation between measured values of Standard Penetration Test (SPT) resistance and field performance data.

According to the Seismic Hazard Zone Report, a predominant earthquake with a moment magnitude ( $M_w$ ) of 7.1, which contributes the majority of the ground motion to the site, is utilized for the Magnitude Scaling Factor.

A peak ground acceleration of 0.47g is used in the enclosed liquefaction analysis. This value is the higher of the peak ground acceleration based on the Five-Percent Damped Design Spectral Response Acceleration at Short Periods ( $S_{DS}$ ) divided by 2.5 in accordance with the California Building Code, and the peak ground acceleration having a 10 percent probability of being exceeded in 50 years for an alluvial site condition in this area of Los Angeles in accordance with the Seismic Hazard Zone Report.

The historically highest groundwater level was provided in the Seismic Hazard Zone Report 036, by California Geological Survey. Review of this report indicates that the historically highest groundwater level is on the order of 40 feet below grade.

The site-specific liquefaction analysis included in the Appendix, indicates that the site soils would not be prone to liquefaction during the ground motion expected during the design basis earthquake.

### **Lateral Spreading**

Lateral spreading is the most pervasive type of liquefaction-induced ground failure. During lateral spread, blocks of mostly intact, surficial soil displace downslope or towards a free face along a shear zone that has formed within the liquefied sediment. According to the procedure provided by Bartlett,



Hansen, and Youd, "Revised Multilinear Regression Equations for Prediction of Lateral Spread Displacement", ASCE, Journal of Geotechnical Engineering, Vol. 128, No. 12, December 2002, when the saturated cohesionless sediments with  $(N_1)_{60} > 15$ , significant displacement is not likely for  $M < 8$  earthquakes.

The enclosed liquefaction analysis included in the Appendix, indicates that site soils would not be prone to liquefaction during 475 year return period ground motion. Therefore, lateral spreading is considered to be remote.

#### **Dynamic Dry Settlement**

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures.

Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking, however, due to the uniform nature of the underlying earth materials, excessive differential settlements are not expected to occur.

Calculations indicate that seismically induced dry sand settlement for the site will be on the order of 0.03 inches. This is considered to be negligible and well within the tolerance of a well designed structure.



### **Tsunamis, Seiches and Flooding**

Tsunamis are tidal waves generated by fault displacement or major ground movement below the ocean. The site is high enough and far enough from the ocean to preclude being prone to hazards of a tsunami.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Therefore, the risk of flooding from a seismically-induced seiche is considered to be remote.

In addition, review of the County of Los Angeles Flood and Inundation Hazards Map (Leighton, 1990), indicates the site does not lie within the inundation boundaries of a breached upgradient reservoir.

### **Landsliding**

The probability of seismically-induced landslides occurring on the site is considered to be low due to the general lack of elevation difference slope geometry across or adjacent to the site.

## **CONCLUSIONS AND RECOMMENDATIONS**

Based upon the exploration, laboratory testing, and research, it is the finding of this firm that construction of the proposed library structure is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations presented herein are followed and implemented during construction.



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Between 2 and 3 feet of existing fill materials was encountered during exploration at the site. Due to the variable nature and the varying depths of the existing fill materials, the existing fill materials are considered to be unsuitable for support of the proposed foundations, floor slabs, or additional fill. It is recommended that all existing fill materials and the upper native soils be removed and recompacted to create an uniform fill pad for the support of the proposed foundations and floor slabs. The proposed structure may be constructed on conventional foundations bearing in the newly placed uniform fill pad.

The proposed uniform fill pad shall extend a minimum of 5 feet below the existing site grade, or 3 feet below the bottom of the proposed foundation system, whichever is greater. In addition, the proposed fill pad shall be overexcavated a minimum of 3 feet horizontally beyond the edge of foundations or for a distance equal to the depth of fill below the foundations, whichever is greater. The existing fill materials may be utilized for the construction of the proposed fill pad. Any imported fill materials shall be verified and tested by this office prior to usage on site.

Based on site observations and research, the existing building located to the south of the planned library has a subterranean parking garage extending on the order of 12 to 20 feet below the existing site grade. In addition, the existing plaza located to the east of the planned library building is constructed over a subterranean parking garage extending on the order of 10 to 12 feet below the plaza level. In order not to surcharge the existing adjacent buildings, the foundation of the proposed library shall be deepened, where necessary, to bear below a 1:1 (h:v) surcharge plane, extending upward from the lowest subterranean level.

The following statement is made in regard to Los Angeles County Code Sections 110 and 111: It is the opinion of the undersigned based on the findings of this investigation, that provided the recommendations presented in this report are followed, the proposed development will be safe for



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its intended use against hazard from landsliding, settlement or slippage. The proposed development will have no adverse effect on the stability of the site of adjoining properties.

The validity of the conclusions and design recommendations presented herein is dependant upon review of the geotechnical aspects of the proposed construction by this firm. The subsurface conditions described herein have been projected from borings on the site as indicated and should in no way be construed to reflect any variations which may occur between these borings or which may result from changes in subsurface conditions. Any changes in the design or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained herein should not be considered valid until reviewed and modified or reaffirmed subsequent to such review.

#### **FILL SOILS**

The maximum depth of fill encountered on the site was 3 feet. This material and any fill generated during demolition should be removed and recompactd as controlled fill prior to foundation excavation.

#### **EXPANSIVE SOILS**

The onsite earth materials are in the very low expansion range. The Expansion Index was found to be 3 for bulk samples remolded to 90 percent of the laboratory maximum density. Recommended reinforcing is noted in the "Foundation Design" and "Slabs On Grade" sections of this report.



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## **GRADING GUIDELINES**

### **Site Preparation**

All vegetation, existing fill, and soft or disturbed earth materials should be removed from the areas to receive controlled fill. The excavated areas shall be carefully observed by the geotechnical engineer prior to placing compacted fill.

Any vegetation or associated root system located within the footprint of the proposed structures should be removed during grading. Any existing or abandoned utilities located within the footprint of the proposed structures should be removed or relocated as appropriate. All existing fill materials and any disturbed earth materials resulting from grading operations should be removed and properly recompacted prior to foundation excavation.

The proposed building area shall be excavated to a minimum depth of 5 feet below the existing site grade, or 3 feet below the bottom of the proposed foundations, whichever is greater. The excavation shall extend at least 3 feet beyond the edge of foundations or for a distance equal to the depth of fill below the foundations, whichever is greater. It is very important that the position of the proposed structure is accurately located so that the limits of the graded area are accurate and the grading operation proceeds efficiently.

Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density.



### **Compaction**

All fill should be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 90 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by the laboratory operated by Geotechnologies, Inc. using test method ASTM D 1557-07 or equivalent.

Field observation and testing shall be performed by a representative of the geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until a minimum of 90 percent compaction is obtained.

### **Acceptable Materials**

The excavated onsite materials are considered satisfactory for reuse in the controlled fills as long as any debris and/or organic matter is removed. Any imported materials shall be observed and tested by the representative of the geotechnical engineer prior to use in fill areas. Imported materials should contain sufficient fines so as to be relatively impermeable and result in a stable subgrade when compacted. Any required import materials should consist of earth materials with an expansion index of less than 50. The water-soluble sulfate content of the import materials should be less than 0.1% percentage by weight.

Imported materials should be free from chemical or organic substances which could effect the proposed development. A competent professional should be retained in order to test imported



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materials and address environmental issues and organic substances which might effect the proposed development.

#### **Utility Trench Backfill**

Utility trenches should be backfilled with controlled fill. The utility should be bedded with clean sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted to 90 percent of the laboratory maximum density. Utility trench backfill should be tested by representatives of this firm in accordance with ASTM D-1557-07.

#### **Shrinkage**

Shrinkage results when a volume of soil removed at one density is compacted to a higher density. A shrinkage factor between 5 and 15 percent should be anticipated when excavating and recompacting the existing fill and underlying native earth materials on the site to an average comparative compaction of 92 percent.

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#### **Weather Related Grading Considerations**

When rain is forecast all fill that has been spread and awaits compaction shall be properly compacted prior to stopping work for the day or prior to stopping due to inclement weather. These fills, once compacted, shall have the surface sloped to drain to an area where water can be removed.

Temporary drainage devices should be installed to collect and transfer excess water to the street in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and





especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope.

Work may start again, after a period of rainfall, once the site has been reviewed by a representative of this office. Any soils saturated by the rain shall be removed and aerated so that the moisture content will fall within three percent of the optimum moisture content.

Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompact prior to placing additional fill, if considered necessary by a representative of this firm.

#### **Geotechnical Observations and Testing During Grading**

Geotechnical observations and testing during grading are considered to be a continuation of the geotechnical investigation. It is critical that the geotechnical aspects of the project be reviewed by this firm during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.



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## **FOUNDATION DESIGN**

### **Conventional**

Continuous foundations may be designed for a bearing capacity of 2,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

Column foundations may be designed for a bearing capacity of 3,000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

The bearing capacity increase for each additional foot of width is 250 pounds per square foot. The bearing capacity increase for each additional foot of depth is 500 pounds per square foot. The maximum recommended bearing capacity is 6,000 pounds per square foot.

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The bearing capacities indicated above are for the total of dead and frequently applied live loads, and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces.

Foundations bearing in controlled fill which are to be constructed adjacent to property lines and/or existing structures should be deepened, as appropriate, to bear below a 1:1 plane of foundation action projected up from the toe of the newly placed controlled fill. Foundations which are to be constructed immediately adjacent to property lines and/or existing structures should be deepened to bear solely in native soils.



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### **Miscellaneous Foundations**

Foundations for small outlying structures, such as property line walls, planters, trash enclosures, and canopies, which are not be tied-in to the proposed library building, may be supported on conventional foundations bearing in properly compacted fill and/or the dense native soils. Wall footings may be designed for a bearing value of 1,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material. No bearing value increases are recommended.

### **Foundation Reinforcement**

All continuous foundations should be reinforced with a minimum of two #4 steel bars. One should be placed near the top of the foundation, and one should be placed near the bottom.

### **Lateral Design**

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.4 may be used with the dead load forces.

Passive earth pressure for the sides of foundations poured against undisturbed or recompacted soil may be computed as an equivalent fluid having a density of 300 pounds per cubic foot with a maximum earth pressure of 3,000 pounds per square foot. When combining passive and friction for lateral resistance, the passive component should be reduced by one third. A one-third increase in the passive value may be used for wind or seismic loads.



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### **Foundation Settlement**

Settlement of the foundation system is expected to occur on initial application of loading. The maximum settlement is expected to be 1 inch and occur below the heaviest loaded columns. Differential settlement is not expected to exceed 1/4 inch.

### **Foundation Observations**

It is critical that all foundation excavations are observed by a representative of this firm to verify penetration into the recommended bearing materials. The observation should be performed prior to the placement of reinforcement. Foundations should be deepened to extend into satisfactory earth materials, if necessary.

Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

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### **RETAINING WALL DESIGN**

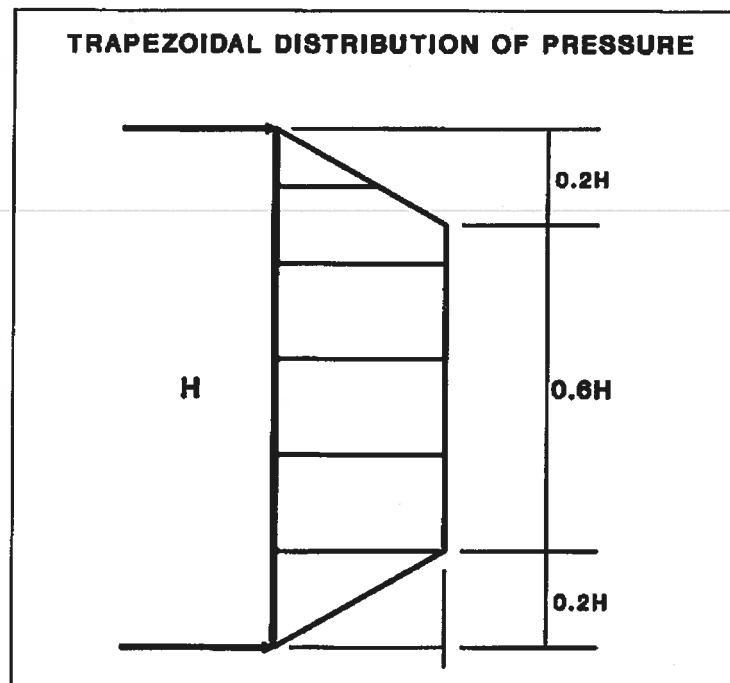
Cantilever retaining walls supporting a level backslope may be designed utilizing a triangular distribution of lateral earth pressure. Restrained retaining walls may be designed utilizing an at-rest trapezoidal pressure distribution of lateral earth pressure as indicated in the diagram below. Retaining walls may be designed utilizing the following table:



Height of Retaining Wall (feet)	Cantilever Retaining Wall Equivalent Fluid Pressure (pcf) Triangular Distribution of Pressure	Restrained Retaining Wall Lateral Earth Pressure (psf)* Trapezoidal Distribution of Pressure
12 feet	45 pcf	40H psf

\*Where H is the height of the retaining wall in feet.

For these equivalent fluid pressures to be valid, walls which are to be restrained at the top should be backfilled prior to the upper connection being made. Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures. Foundations may be designed using the allowable bearing capacities, friction, and passive earth pressure found in the "Foundation Design" section above.



Restrained Retaining Walls ( $H$  is the height of the retaining wall)



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In addition to the recommended earth pressure, the upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

### **Dynamic (Seismic) Lateral Forces**

Retaining walls exceeding 12 feet in height shall be designed to resist the additional earth pressure caused by seismic ground shaking. An inverse triangular pressure distribution should be utilized for seismic loads, with an equivalent fluid pressure of 21 pounds per cubic foot. Utilizing this inverse triangular pressure distribution, the earthquake load would be zero at the base of the wall, and would increase linearly to a maximum of  $21(H)$  pounds per square foot at the top of the wall, where  $H$  is the height of the retaining wall.

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### **Waterproofing**

Moisture effecting retaining walls is one of the most common post construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water inside the building. Efflorescence is a process in which a powdery substance is produced on the surface of the concrete by the evaporation of water. The white powder usually consists of soluble salts such as gypsum, calcite, or common salt. Efflorescence is common to retaining walls and does not effect their strength or integrity.

It is recommended that retaining walls be waterproofed. Waterproofing design and inspection of its installation is not the responsibility of the geotechnical engineer. A qualified waterproofing consultant



should be retained in order to recommend a product or method which would provide protection to below grade walls.

### **Retaining Wall Drainage**

All retaining walls shall be provided with a subdrain in order to minimize the potential for future hydrostatic pressure buildup behind the proposed retaining walls. Subdrains may consist of four-inch diameter perforated pipes, placed with perforations facing down. The pipe shall be encased in at least one-foot of gravel around the pipe. The gravel may consist of three-quarter inch to one inch crushed rocks.

A compacted fill blanket or other seal shall be provided at the surface. Retaining walls may be backfilled with gravel adjacent to the wall to within 2 feet of the ground surface. The onsite earth materials are acceptable for use as retaining wall backfill as long as they are compacted to a minimum of 90 percent of the maximum density.

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Certain types of subdrain pipe are not acceptable to the various municipal agencies, it is recommended that prior to purchasing subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage pipes should outlet to an acceptable location.

Where retaining walls are to be constructed adjacent to property lines there is usually not enough space for placement of a standard perforated pipe and gravel drainage system. Under these circumstances, the use of a flat geotextile drainage product is acceptable. Some municipalities do not approve the use of flat-drainage products. The use of such a product should be researched with the building official.



The lateral earth pressures recommended above for retaining walls assume that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. If a drainage system is not provided, the walls should be designed to resist an external hydrostatic pressure due to water in addition to the lateral earth pressure. In any event, it is recommended that retaining walls be waterproofed.

### **Retaining Wall Backfill**

Any required backfill should be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent of the maximum density obtainable by the ASTM Designation D 1557-07 method of compaction. Flooding should not be permitted. Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

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### **Sump Pump Design**

The purpose of the recommended retaining wall backdrainage system is to relieve hydrostatic pressure. Groundwater was not encountered during exploration to a depth of 50 feet below the existing site grade. Therefore, the only water which could effect the proposed retaining walls would be irrigation waters and precipitation. Additionally, the proposed site grading is such that all drainage is directed to the street and the structure has been designed with adequate non-erosive drainage devices.





Based on these considerations the retaining wall backdrainage system is not expected to experience an appreciable flow of water, and in particular, no groundwater will effect it. However, for the purposes of design, a minimum flow of 5 gallons per minute may be assumed.

### **TEMPORARY EXCAVATIONS**

It is anticipated that excavations on the order of 5 feet in vertical height will be required for the recommended removal and recompaction. The excavations are expected to expose fill and dense native soils, which are suitable for vertical excavations up to 3 feet where not surcharged by adjacent traffic or structures.

Surcharged excavations are currently not anticipated. Should the design or location of any structures, as outlined in this report, be changed or altered, the recommendations contained herein should not be considered valid until reviewed and modified or reaffirmed subsequent to such review.

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Where sufficient space is available, temporary unsurcharged embankments could be cut at a uniform 1:1 (h:v) slope gradient in its entirety to a maximum height of 10 feet. A uniform sloped excavation does not have a vertical component.

Where sloped embankments are utilized, the tops of the slopes should be barricaded to prevent vehicles and storage loads near the top of slope within a horizontal distance equal to the depth of the excavation. If the temporary construction embankments are to be maintained during the rainy season, berms are strongly recommended along the tops of the slopes to prevent runoff water from entering the excavation and eroding the slope faces. Water should not be allowed to pond on top of the excavation nor to flow towards it.



### **Excavation Observations**

It is critical that the soils exposed in the cut slopes are observed by a representative of this office during excavation so that modifications of the slopes can be made if variations in the earth material conditions occur. Many building officials require that temporary excavations should be made during the continuous observations of the geotechnical engineer. All excavations should be stabilized within 30 days of initial excavation.

### **SLABS ON GRADE**

#### **Concrete Slabs-on Grade**

Concrete floor slabs should be a minimum of 4 inches in thickness. Slabs-on-grade should be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density.

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Outdoor concrete flatwork should be a minimum of 4 inches in thickness. Outdoor concrete flatwork should be cast over undisturbed natural earth materials or properly controlled fill materials. Any earth materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density.

#### **Design Of Slabs That Receive Moisture-Sensitive Floor Coverings**

Geotechnologies, Inc. does not practice in the field of moisture vapor transmission evaluation and mitigation. Therefore it is recommended that a qualified consultant be engaged to evaluate the



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general and specific moisture vapor transmission paths and any impact on the proposed construction. The qualified consultant should provide recommendations for mitigation of potential adverse impacts of moisture vapor transmission on various components of the structure.

Where dampness would be objectionable, it is recommended that the floor slabs should be waterproofed. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection for concrete slabs-on-grade.

All concrete slabs-on-grade should be supported on vapor retarder. The design of the slab and the installation of the vapor retarder should comply with ASTM E 1643-98 and ASTM E 1745-97 (Reapproved 2004). Where a vapor retarder is used, a low-slump concrete should be used to minimize possible curling of the slabs. The barrier can be covered with a layer of trimmable, compactible, granular fill, where it is thought to be beneficial. See ACI 302.2R-32, Chapter 7 for information on the placement of vapor retarders and the use of a fill layer.

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### **Concrete Crack Control**

The recommendations presented in this report are intended to reduce the potential for cracking of concrete slabs-on-grade due to settlement. However even where these recommendations have been implemented, foundations, stucco walls and concrete slabs-on-grade may display some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking may be reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and curing, and by placement of crack control joints at reasonable intervals, in particular, where re-entrant slab corners occur.



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For standard control of concrete cracking, a maximum crack control joint spacing of 15 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended. The crack control joints should be installed as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by a structural engineer.

Complete removal of the existing fill soils beneath outdoor flatwork such as walkways or patio areas, is not required, however, due to the rigid nature of concrete, some cracking, a shorter design life and increased maintenance costs should be anticipated. In order to provide uniform support beneath the flatwork it is recommended that a minimum of 12 inches of the exposed subgrade beneath the flatwork be scarified and recompact to 90 percent relative compaction.

### **Slab Reinforcing**

Concrete slabs-on-grade should be reinforced with a minimum of #4 steel bars on 16-inch centers each way. Outdoor flatwork should be reinforced with a minimum of #3 steel bars on 24-inch centers each way.

### **PAVEMENTS**

It is recommended that the existing fill materials be removed and recompact for the support of the proposed asphaltic pavement. The client should be aware that removal of all existing fill in the area of new paving is not required, however, pavement constructed in this manner will most likely have a shorter design life and increased maintenance costs. In any case, the existing grade should be scarified to a minimum depth of 12 inches, moistened as required to obtain optimum moisture



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content, and recompact to 95 percent of the maximum density as determined by ASTM D 1557-07. The following pavement sections are recommended:

Assumed Vehicular Service	Asphalt Pavement Thickness (inches)	Thickness of Aggregate Base (inches)
Passenger Cars	3.0	4.0
Moderate Trucks	4.0	6.0

A subgrade modulus of 100 pounds per cubic inch may be assumed for design of concrete paving. Concrete paving shall be a minimum of 6 inches in thickness, and shall be underlain by 4 inches of aggregate base. For standard crack control maximum expansion joint spacing of 15 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended.

Aggregate base should be compacted to a minimum of 95 percent of the ASTM D 1557-07 laboratory maximum dry density. Base materials should conform with Sections 200-2.2 or 200-2.4 of the "Standard Specifications for Public Works Construction", (Green Book), latest edition.

### **SITE DRAINAGE**

Proper surface drainage is critical to the future performance of the project. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. Proper site drainage should be maintained at all times.

All site drainage, with the exception of any required to be disposed of onsite by stormwater regulations, should be collected and transferred to the street in non-erosive drainage devices. The proposed



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structure should be provided with roof drainage. Discharge from downspouts, roof drains and scuppers should not be permitted on unprotected soils within five feet of the building perimeter. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope. Planters which are located within retaining wall backfill should be sealed to prevent moisture intrusion into the backfill.

### **STORMWATER DISPOSAL**

Recently regulatory agencies have been requiring the disposal of a certain amount of stormwater generated on a site by infiltration into the site soils. Increasing the moisture content of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. This means that any overlying structure, including buildings, pavements and concrete flatwork, could sustain damage due to saturation of the subgrade soils. Structures serviced by subterranean levels could be adversely impacted by stormwater disposal by increasing the design fluid pressures on retaining walls and causing leaks in the walls. Proper site drainage is critical to the performance of any structure in the built environment.

In order to establish a percolation rate for the site soils, one of the test pits was used for a percolation test. The test pit was presoaked for a minimum of 2 hours prior to the test. After the presoak, the test pit was refilled with water and the absorption of the soils was measured.

Based on results of the percolation tests, a percolation rate of 1 minute per inch (equivalent to 60 inches per hour) may be utilized for design purposes. It is recommended that stormwater should only percolate into native soils. It should be noted that the recommended percolation rate is based on testing at discrete locations and the overall percolation rate of the system could vary considerably.



It is recommended that the proposed stormwater infiltration system be located at a minimum of 10 feet away from any structures. In addition, the proposed infiltration system shall be designed to infiltrate below a 1:1 (h:v) plane extending upward from any subterranean structures.

The soils are in the very low to low expansion range. The onsite soils are not susceptible to significant hydroconsolidation. The soils encountered on the site should allow stormwater to percolate in a generally vertical manner. Therefore, there is no potential for creating a perched water condition.

It is recommended that the design team (including the structural engineer, waterproofing consultant, plumbing engineer, and landscape architect) be consulted in regards to the design and construction of filtration systems.

Please be advised that stormwater infiltration and treatment is a relatively new requirement by the various regulatory agencies and has been subject to change without notice.

---

### **DESIGN REVIEW**

Engineering of the proposed project should not begin until approval of the geotechnical report by the Building Official is obtained in writing. Significant changes in the geotechnical recommendations may result during the building department review process.

It is recommended that the geotechnical aspects of the project be reviewed by this firm during the design process. This review provides assistance to the design team by providing specific recommendations for particular cases, as well as review of the proposed construction to evaluate whether the intent of the recommendations presented herein are satisfied.



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### **CONSTRUCTION MONITORING**

Geotechnical observations and testing during construction are considered to be a continuation of the geotechnical investigation. It is critical that this firm review the geotechnical aspects of the project during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. All foundations should be observed by a representative of this firm prior to placing concrete or steel. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

If conditions encountered during construction appear to differ from those disclosed herein, notify this office immediately so the need for modifications may be considered in a timely manner.

It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations should be cut and maintained in accordance with applicable OSHA rules and regulations.

### **SOIL CORROSION POTENTIAL**

The results of soil corrosion potential testing performed by Schiff Associates, Inc. indicate that the electrical resistivities of the soils were in the mildly corrosive category. Soil pH values of the samples ranged between 8.4 and 8.5, indicating moderately to strongly alkaline conditions. The chemical content of the samples was low. Sulfate content is negligible.

In summary, the soils are classified as mildly corrosive to ferrous metals. Detailed results, discussion of results and recommended mitigating measures are provided within the report by Schiff Associates



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presented herein. Any questions regarding the results of the soil corrosion report should be addressed to Schiff Associates, Inc.

### **EXCAVATION CHARACTERISTICS**

The exploration performed for this investigation is limited to the geotechnical excavations described. Direct exploration of the entire site would not be economically feasible. The owner, design team and contractor must understand that differing excavation and drilling conditions may be encountered based on boulders, gravel, oversize materials, groundwater and many other conditions. Fill materials, especially when they were placed without benefit of modern grading codes, regularly contain materials which could impede efficient grading and drilling. Southern California sedimentary bedrock is known to contain variable layers which reflect differences in depositional environment. Such layers may include abundant gravel, cobbles and boulders. Similarly bedrock can contain concretions. Concretions are typically lenticular and follow the bedding. They are formed by mineral deposits. Concretions can be very hard. Excavation and drilling in these areas may require full size equipment and coring capability. The contractor should be familiar with the site and the geologic materials in the vicinity.

### **CLOSURE AND LIMITATIONS**

The purpose of this report is to aid in the design and completion of the described project. Implementation of the advice presented in this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are sought because of special skill in engineering and geology and were prepared in accordance with generally accepted geotechnical engineering practice. Geotechnologies, Inc. has a duty to exercise the ordinary skill and competence of members of the engineering profession. Those who hire



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Geotechnologies, Inc. are not justified in expecting infallibility, but can expect reasonable professional care and competence.

The scope of the geotechnical services provided did not include any environmental site assessment for the presence or absence of organic substances, hazardous/toxic materials in the soil, surface water, groundwater, or atmosphere, or the presence of wetlands.

Proper compaction is necessary to reduce settlement of overlying improvements. Some settlement of compacted fill should be anticipated. Any utilities supported therein should be designed to accept differential settlement. Differential settlement should also be considered at the points of entry to the structure.

## **GEOTECHNICAL TESTING**

### **Classification and Sampling**

The soil is continuously logged by a representative of this firm and classified by visual examination in accordance with the Unified Soil Classification system. The field classification is verified in the laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification may include visual examination, Atterberg Limit Tests and grain size distribution. The final classification is shown on the excavation logs.

Samples of the earth materials encountered in the exploratory excavations were collected and transported to the laboratory. Undisturbed samples of soil are obtained at frequent intervals. Unless noted on the excavation logs as an SPT sample, samples acquired while utilizing a hollow-stem auger drill rig are obtained by driving a thin-walled, California Modified Sampler with successive 30-inch



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drops of a 140-pound hammer. The soil is retained in brass rings of 2.50 inches inside diameter and 1.00 inches in height. The central portion of the samples are stored in close fitting, waterproof containers for transportation to the laboratory. Samples noted on the excavation logs as SPT samples are obtained in accordance with ASTM D 1586-08. Samples are retained for 30 days after the date of the geotechnical report.

### **Moisture and Density Relationships**

The field moisture content and dry unit weight are determined for each of the undisturbed soil samples, and the moisture content is determined for SPT samples by ASTM D 4959-07 or ASTM D 4643-08. This information is useful in providing a gross picture of the soil consistency between exploration locations and any local variations. The dry unit weight is determined in pounds per cubic foot and shown on the "Excavation Logs", A-Plates. The field moisture content is determined as a percentage of the dry unit weight.

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### **Direct Shear Testing**

Shear tests are performed by ASTM D 3080-04 with a strain controlled, direct shear machine manufactured by Soil Test, Inc. or a Direct Shear Apparatus manufactured by GeoMatic, Inc. The rate of deformation is approximately 0.005 inches per minute. Each sample is sheared under varying confining pressures in order to determine the Mohr-Coulomb shear strength parameters of the cohesion intercept and the angle of internal friction. Samples are generally tested in an artificially saturated condition. Depending upon the sample location and future site conditions, samples may be tested at field moisture content. The results are plotted on the "Shear Test Diagram," B-Plates.



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ASTM 3080-04 limits the particle size to 10 percent of the diameter of the direct shear test specimen. The sheared sample is inspected by the laboratory technician running the test. The inspection is performed by splitting the sample along the sheared plane and observing the soils exposed on both sides. Where oversize particles are observed in the shear plane, the results are discarded and the test run again with a fresh sample.

### **Consolidation Testing**

Settlement predictions of the soil's behavior under load are made on the basis of the consolidation tests ASTM D 2435-04. The consolidation apparatus is designed to receive a single one-inch high ring. Loads are applied in several increments in a geometric progression, and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. Samples are generally tested at increased moisture content to determine the effects of water on the bearing soil. The normal pressure at which the water is added is noted on the drawing. Results are plotted on the "Consolidation Test," C-Plates.

### **Expansion Index Testing**

The expansion tests performed on the remolded samples are in accordance with the Expansion Index testing procedures, as described in the ASTM D4829-08. The soil sample is compacted into a metal ring at a saturation degree of 50 percent. The ring sample is then placed in a consolidometer, under a vertical confining pressure of 1 lbf/square inch and inundated with distilled water. The deformation of the specimen is recorded for a period of 24 hour or until the rate of deformation becomes less than 0.0002 inches/hour, whichever occurs first. The expansion index, EI, is determined by dividing the



difference between final and initial height of the ring sample by the initial height, and multiplied by 1,000.

### **Laboratory Compaction Characteristics**

The maximum dry unit weight and optimum moisture content of a soil are determined by use of ASTM D 1557-07. A soil at a selected moisture content is placed in five layers into a mold of given dimensions, with each layer compacted by 25 blows of a 10 pound hammer dropped from a distance of 18 inches subjecting the soil to a total compactive effort of about 56,000 pounds per cubic foot. The resulting dry unit weight is determined. The procedure is repeated for a sufficient number of moisture contents to establish a relationship between the dry unit weight and the water content of the soil. The data when plotted, represent a curvilinear relationship known as the compaction curve. The values of optimum moisture content and modified maximum dry unit weight are determined from the compaction curve.

---

### **Grain Size Distribution**

These tests cover the quantitative determination of the distribution of particle sizes in soils. Sieve analysis is used to determine the grain size distribution of the soil larger than the Number 200 sieve. ASTM D 422-63 (Reapproved 2007) is used to determine particle sizes smaller than the Number 200 sieve. A hydrometer is used to determine the distribution of particle sizes by a sedimentation process. The grain size distributions are plotted on the E-Plates presented in the Appendix of this report.



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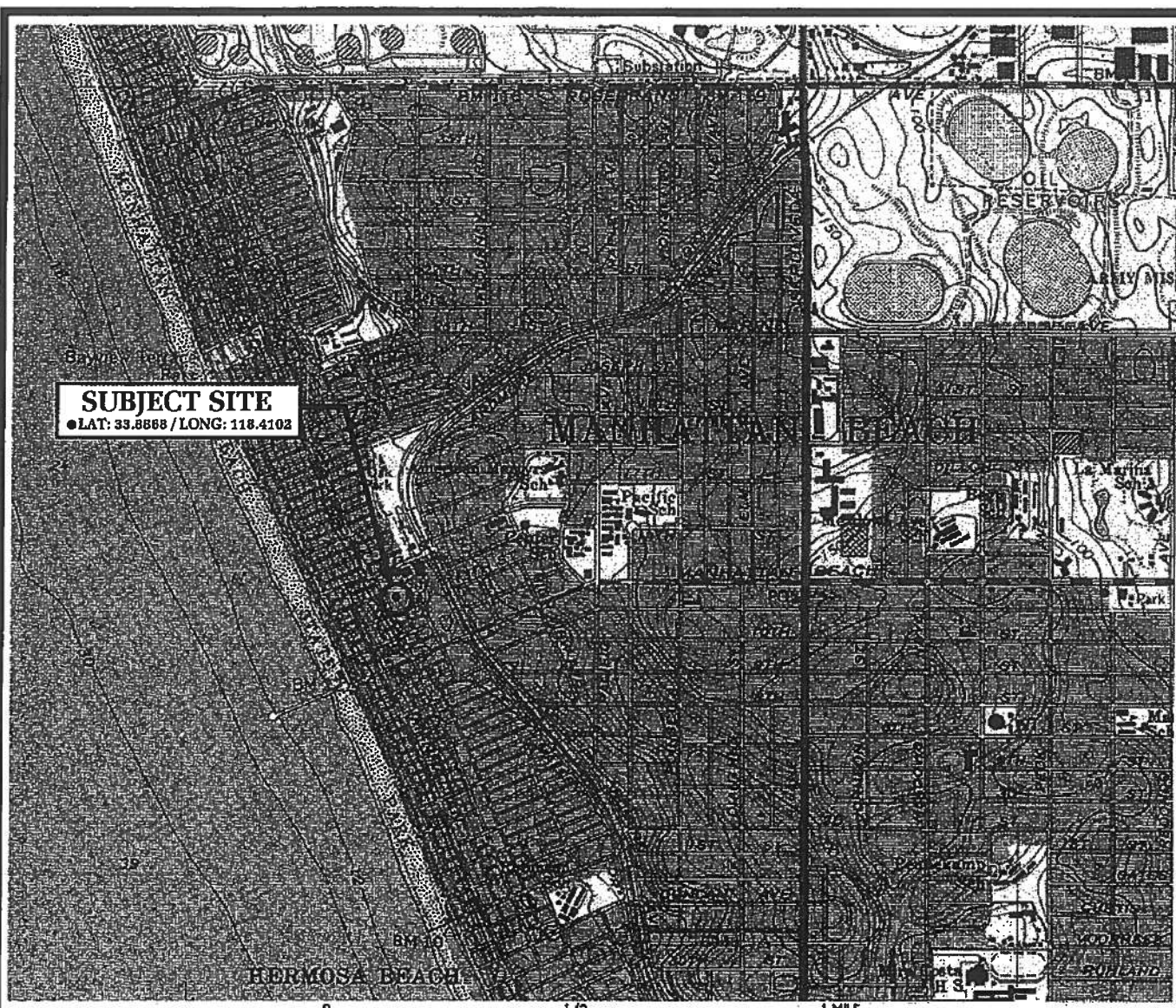
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12. Tokimatsu, K. and Seed, H. B., 1987, "Evaluation of Settlements in Sands Due to Earthquake Shaking," Journal of Geotechnical Engineering, ASCE, Vol. 113, No. 8, August
13. Youd, T.L., Hansen, C.M., and Bartlett, S.F., 2002, "Revised Multilinear Regression Equations for Prediction of Lateral Spread Displacement", Journal of Geotechnical Engineering, Vol. 128, No. 12, December



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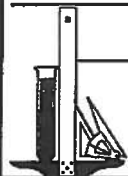
0 1000 0 1000 2000 3000 4000 FEET

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REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES,  
VENICE, CA QUADRANGLE

## VICINITY MAP



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Consulting Geotechnical Engineers

JOHNSON FAVARO

FILE NO. 20039





SCALE IN MILES



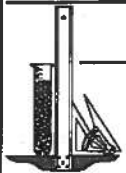
**LEGEND**

- Qs: Dune sand; In places underlain by pleistonic beach deposits
- Qpu: Terrace cover - Reddish-brown sand, nonfossiliferous and probably largely continental
- Palos Verdes sand - sand and some pebble gravel; fossiliferous and marine; moderately permeable but largely above water table; crops out only locally at edges of mesas
- Unnamed deposits - Silt, sand, and gravel; moderately to slightly permeable to water; inferred to crop out only locally at edges of mesas
- ◊ Abandoned well
- Active well or open casing



REFERENCE: POLAND, J.F., ET AL, (1959) WATER-SUPPLY PAPER 1461 PLATE 2

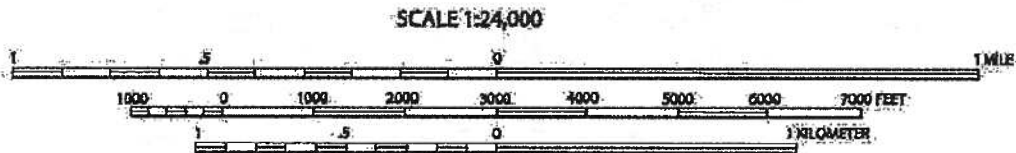
## LOCAL GEOLOGIC MAP



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FILE NO. 20039



**LIQUEFACTION AREA**



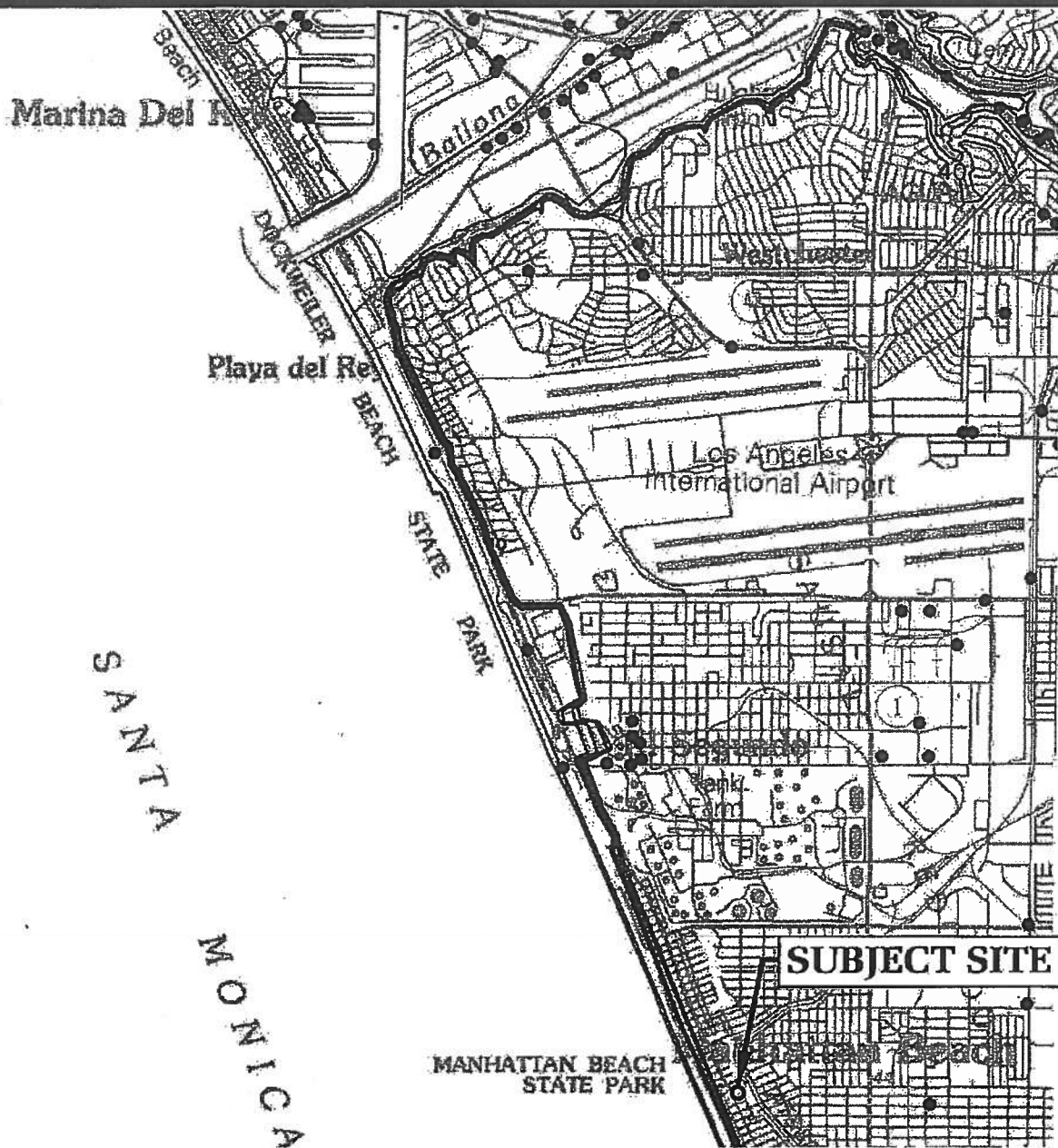
**REFERENCE:** SEISMIC HAZARD ZONES, VENICE QUADRANGLE OFFICIAL MAP (CDMG, 1999)

## SEISMIC HAZARD ZONE MAP

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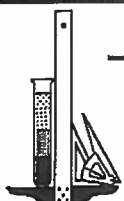
**JOHNSON FAVARO**

FILE NO. 20039



REFERENCE: CDMG, SEISMIC HAZARD ZONE REPORT, 036  
 VENICE 7.5 - MINUTE QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA (1998, REVISED 2006)

## HISTORICALLY HIGHEST GROUNDWATER LEVELS



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JOHNSON FAVARO

FILE No. 20039





# BORING LOG NUMBER 1

Johnson Favaro

Date: 08/18/10

File No. 20039

Method: Hollow-Stem Drilling with Automatic Hammer

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth In feet	USCS Class.	Description Surface Conditions: Planter Area
				0 --		FILL: Silty Sand to Sand, dark brown, moist, medium dense, fine grained
				-		
				1 --		
				-		
2.5	48	1.9	104.5	2 --		Sand, yellowish brown, slightly moist, dense, fine grained
				-		
				3 --	SP	
				-		
				4 --		
				-		
5	19	2.8	SPT	5 --		
				-		
				6 --		
				-		
				7 --		
				-		
7.5	33	2.4	101.9	8 --		Sand, light yellow, slightly moist, dense, fine grained
				-		
				9 --		
				-		
				10 --		
				-		
10	15	2.5	SPT	11 --		
				-		
				12 --		
				-		
12.5	14	3.2	101.8	13 --		
				-		
				14 --		
				-		
15	22	2.4	SPT	15 --		
				-		
				16 --		Sand, light yellow to grayish brown, slightly moist, dense, fine grained
				-		
				17 --		
				-		
17.5	14	3.2	100.1	18 --		Sand, light yellow, slightly moist, dense, fine grained
				-		
				19 --		
				-		
				20 --		Sand, light and grayish brown, slightly moist, dense, fine grained
				-		
20	24	2.9	SPT	21 --		
				-		
				22 --		
				-		
22.5	37	3.3	102.5	23 --		
				-		
				24 --		
				-		
25	21	2.8	SPT	25 --		
				-		

# BORING LOG NUMBER 1

Johnson Favaro

File No. 20039

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
27.5	34	2.8	101.6	28 --		Sand, light brown, slightly moist, dense, fine grained
				29 --		
30	27	2.4	SPT	30 --		
				31 --		
32.5	54	4.1	104.7	32 --		
				33 --		Sand, dark to yellowish brown, slightly moist, dense, fine grained
				34 --		
35	24	4.2	SPT	35 --		
				36 --		
37.5	46 50/5"	3.2	104.4	37 --		
				38 --		Sand, light brown, slightly moist, very dense, fine grained
				39 --		
40	31	3.2	SPT	40 --		
				41 --		
42.5	73	4.0	107.9	42 --		
				43 --		Sand, dark to light brown, moist, dense, fine grained
				44 --		
45	45	3.4	SPT	45 --		<p>NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual</p> <p>Used 8-inch diameter Hollow-Stem Auger 140-lb. Slide Hammer, 30-inch drop Modified California Sampler used unless otherwise noted</p> <p>SPT=Standard Penetration Test</p>
				46 --		
47.5	79	2.6	103.3	47 --		
				48 --		
				49 --		
50	26	8.2	SPT	50 --	SM	Silty Sand, dark brown, moist, medium dense, fine grained
						Total depth: 50 feet; No Water; Fill to 2½ feet

# LOG OF TEST PIT NUMBER 1

Johnson Favaro

Drilling Date: 08/19/10

File No. 20039

Method: Hand Dug Test Pit

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
			0 -		FILL: Silty Sand to Sand, dark to yellowish brown, slightly moist, medium dense, fine grained
1	3.0	111.9	1 -		
			2 -		
3	3.3	99.7	3 -	SP	Sand, light yellow, slightly moist, medium dense, fine grained
			4 -		
5	2.2	96.8	5 -		
			6 -		Sand, light yellow, slightly moist, medium dense, fine grained
7	3.4	100.0	7 -		
			8 -		
			9 -		
10	2.2	97.6	10 -		
			11 -		Sand, light yellow, slightly moist, dense, fine grained
			12 -		
			13 -		
			14 -		
15	2.6	97.6	15 -		
			16 -		Sand, light yellow, slightly moist, dense, fine grained
			17 -		
			18 -		
			19 -		
20	2.8	91.0	20 -		
			21 -		Total depth: 20 feet
			22 -		No Water
			23 -		Fill to 2 feet
			24 -		
			25 -		

# LOG OF TEST PIT NUMBER 2

Johnson Favaro

Drilling Date: 08/19/10

File No. 20039

Method: Hand Dug Test Pit

km

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
2	3.1	100.7	0 --	SP	FILL: Silty Sand to Sand, dark and yellowish brown mottling, moist, medium dense, fine grained
			-		
			1 --		
			-		
			2 --		
4	3.3	95.0	3 --	SP	Sand, yellow to light brown, slightly moist, dense, fine grained
			-		
			4 --		
			-		
			5 --		
7	4.8	101.0	6 --	SP	Sand, light yellow, slightly moist, dense, fine grained
			-		
			7 --		
			-		
			8 --		
10	4.4	101.4	9 --	SP	Sand, light brown, slightly moist, dense, fine to medium grained
			-		
			10 --		
			-		
			11 --		
15	3.4	102.5	12 --	SP	Sand, light yellow, slightly moist, dense, fine grained
			-		
			13 --		
			-		
			14 --		
20	2.8	100.1	15 --	SP	Total depth: 20 feet No Water Fill to 2½ feet
			-		
			16 --		
			-		
			17 --		
			-		
			18 --		
			-		
			19 --		
			-		
			20 --		
			-		
			21 --		
			-		
			22 --		
			-		
			23 --		
			-		
			24 --		
			-		
			25 --		
			-		



# LOG OF TEST PIT NUMBER 3

Johnson Favaro

Drilling Date: 08/19/10

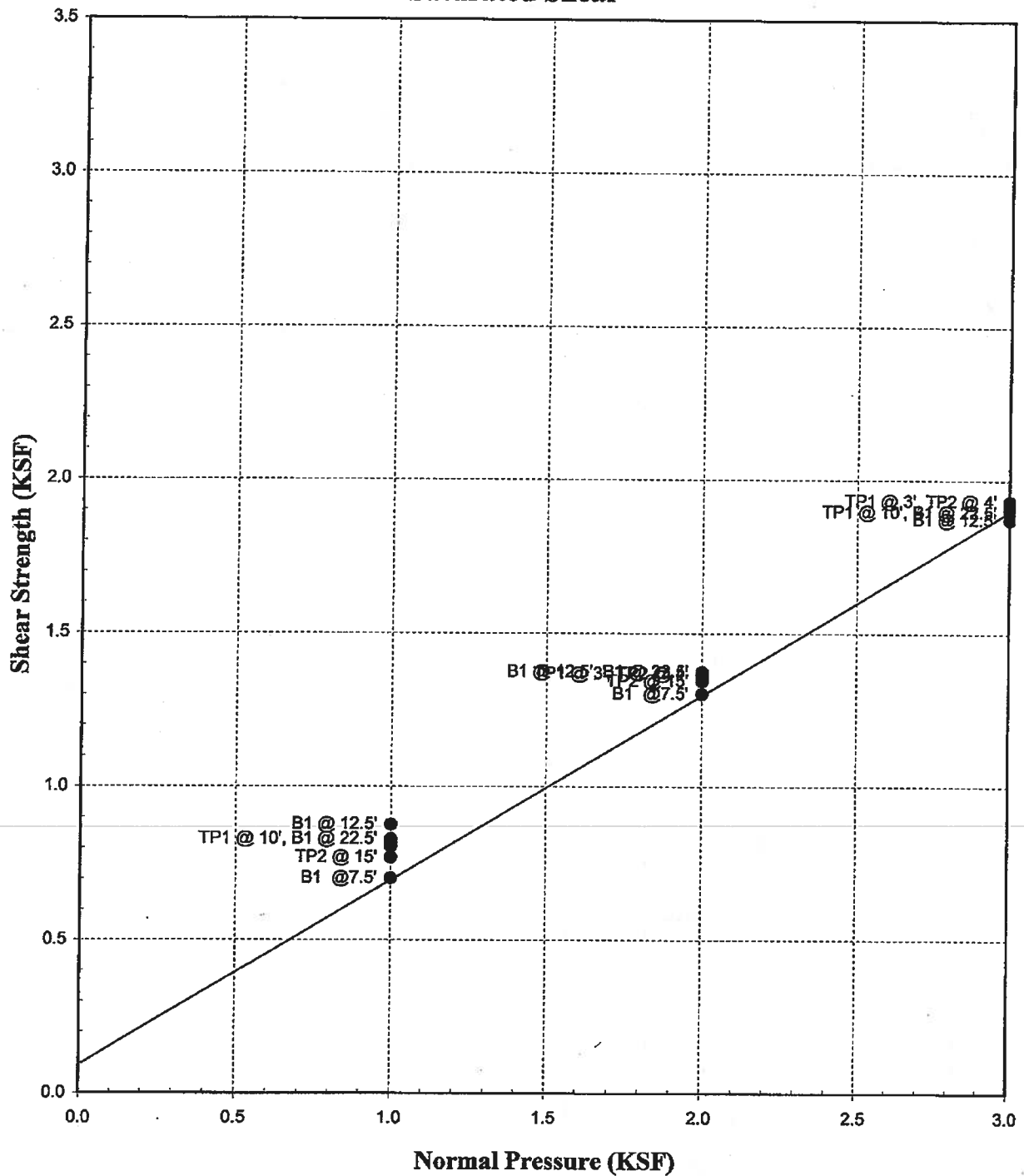
File No. 20039

Method: Hand Dug Test Pit

km

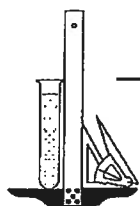
Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
			0 --		<b>Surface Conditions: Planter Area</b>
			-		
			1 --		<b>FILL: Silty Sand to Sand, dark to yellowish brown, moist, medium dense, fine grained</b>
			-		
			2 --		
			-		
			3 --		
			-		
			4 --	SP	<b>Sand, yellowish brown to light brown, slightly moist, dense, fine grained</b>
			-		
			5 --		
			-		
			6 --		
			-		
			7 --		<b>Total depth: 6 feet</b>
			-		<b>No Water</b>
			8 --		<b>Fill to 3 feet</b>
			-		
			9 --		
			-		
			10 --		
			-		
			11 --		
			-		
			12 --		
			-		
			13 --		
			-		
			14 --		
			-		
			15 --		
			-		
			16 --		
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			17 --		
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			21 --		
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			22 --		
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			23 --		
			-		
			24 --		
			-		
			25 --		
			-		

# Saturated Shear



$\phi$ : 31.0 degrees  
 $c$ : 100.0 psf

## SHEAR TEST DIAGRAM



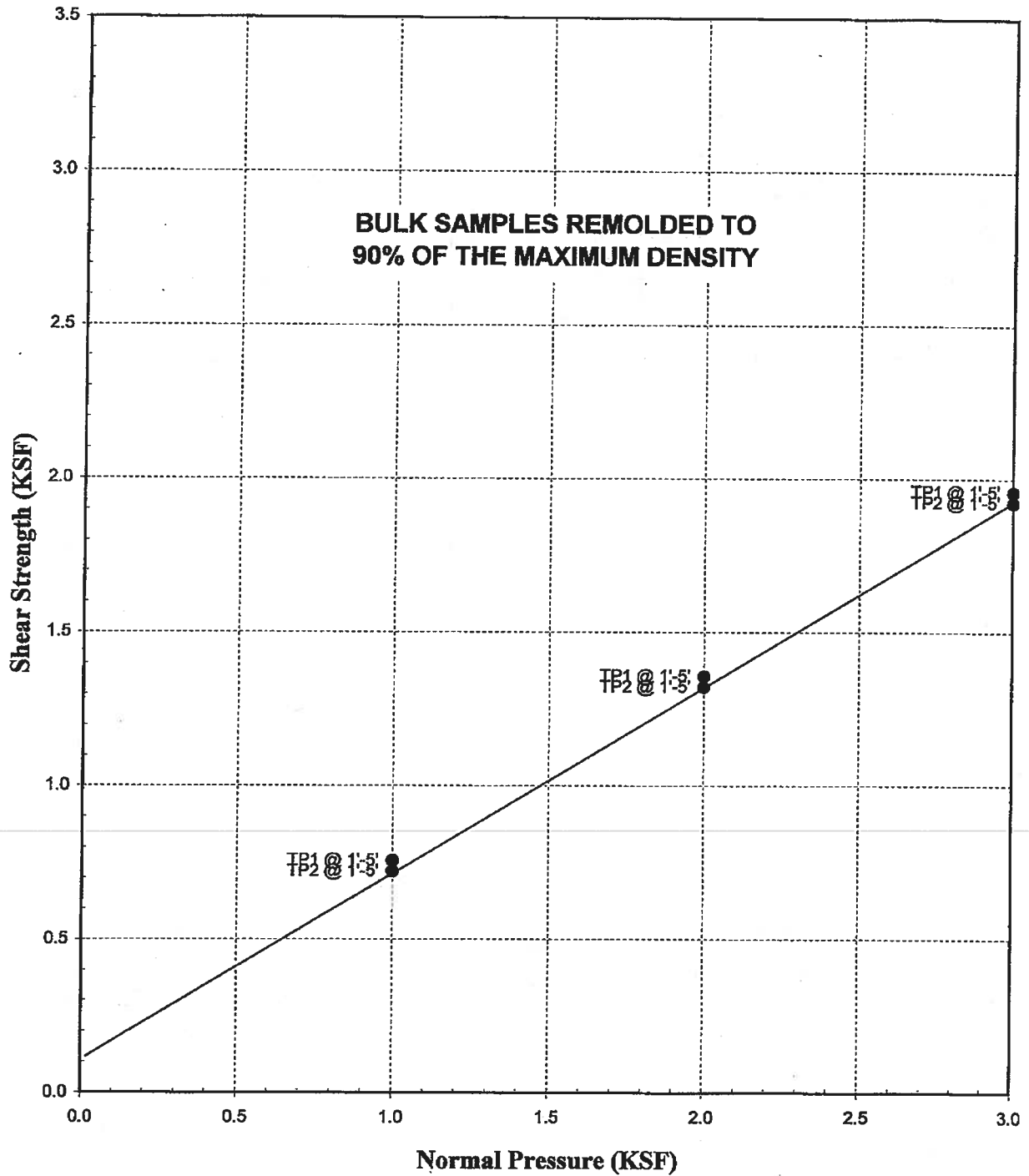
**Geotechnologies, Inc.**  
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PROJECT: JOHNSON FAVARO

FILE NO.: 20039

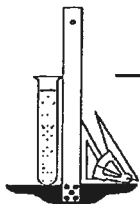
PLATE: B-1

### Saturated Shear



$\phi$ : 31.0 degrees  
c: 120.0 psf

## SHEAR TEST DIAGRAM

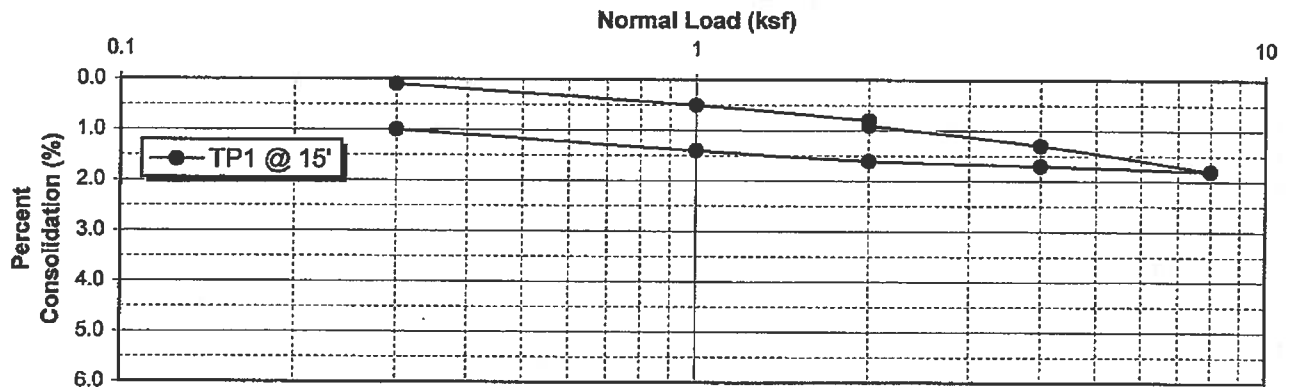
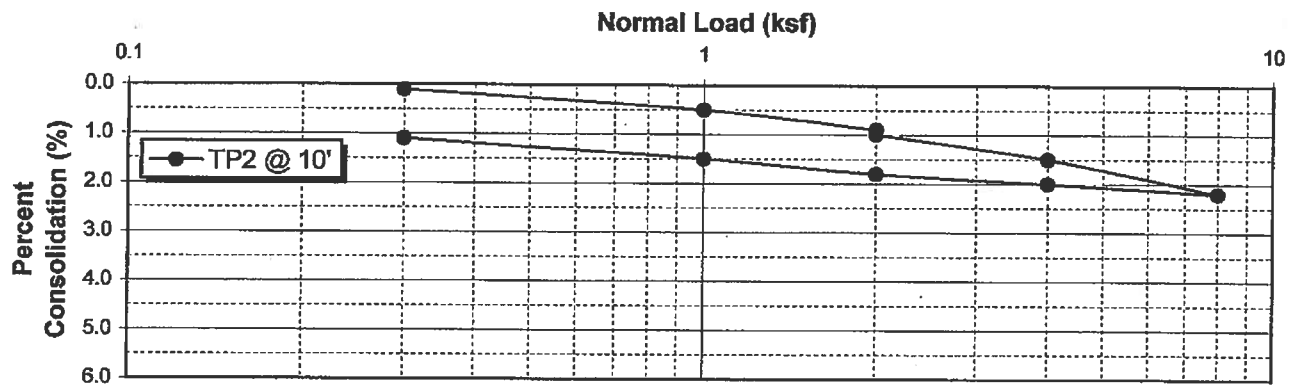
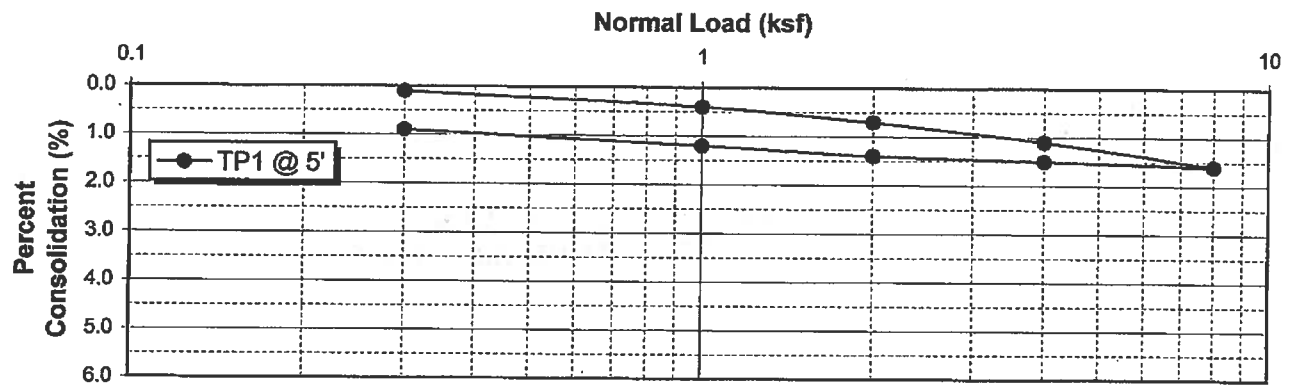


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PROJECT: JOHNSON FAVARO

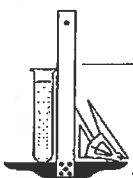
FILE NO.: 20039

PLATE: B-2



Water added at 2 KSF

## CONSOLIDATION

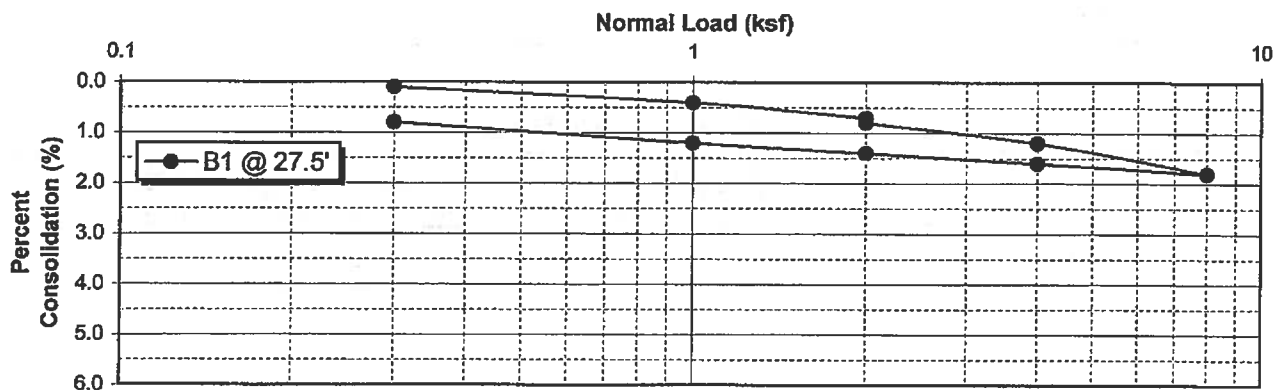
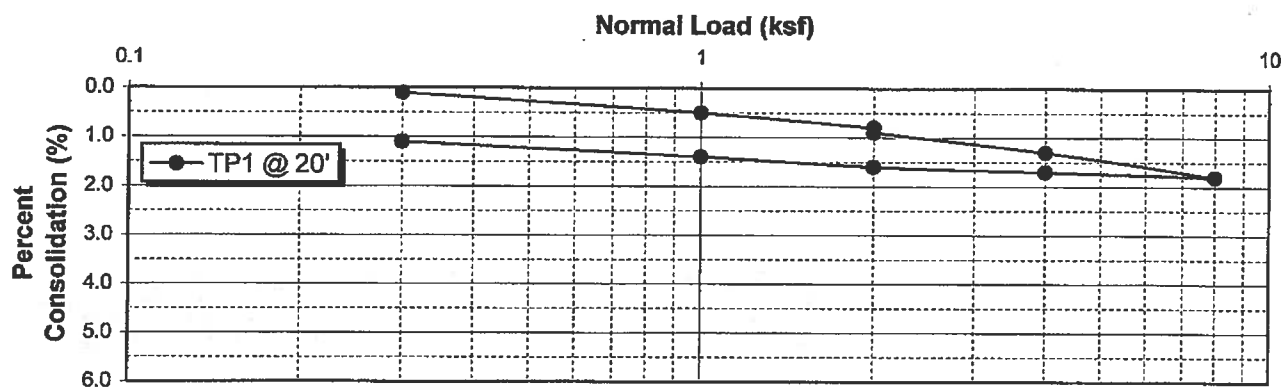
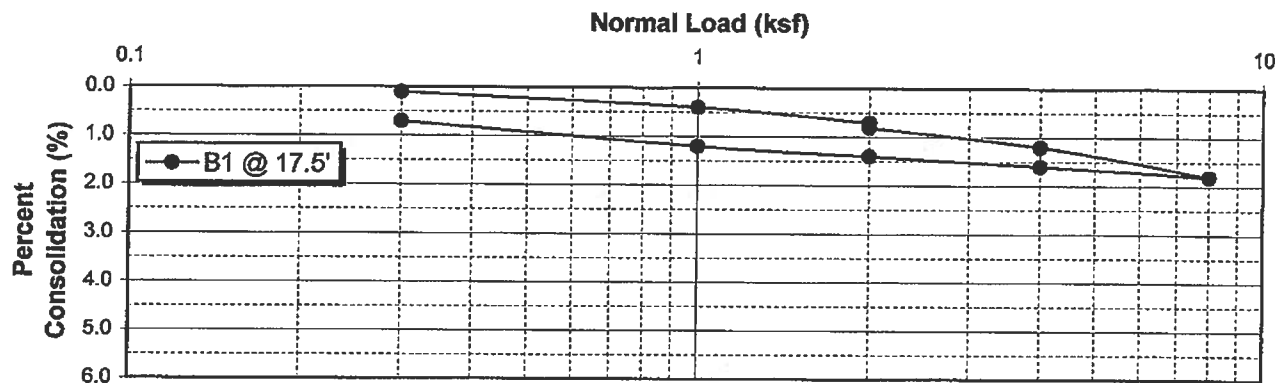


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CONSULTING GEOTECHNICAL ENGINEERS

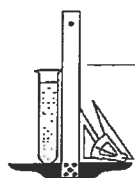
PROJECT: JOHNSON FAVARO

FILE NO. 20039

PLATE: C-1



Water added at 2 KSF



## CONSOLIDATION

**Geotechnologies, Inc.**

CONSULTING GEOTECHNICAL ENGINEERS

PROJECT: JOHNSON FAVARO

FILE NO. 20039

PLATE: C-2

## COMPACTION/EXPANSION/SULFATE DATA SHEET

### ASTM D-1557

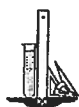
Sample	TP1 @ 1' - 5'	TP2 @ 1' - 5'
Soil Type	SM/SP	SP
Maximum Density (pcf)	115.5	109.5
Optimum Moisture Content (percent)	12.5	14.5

### EXPANSION INDEX

Sample	TP1 @ 1' - 5'	TP2 @ 1' - 5'
Soil Type	SM/SP	SP
Expansion Index -- UBC Standard 18-2	3	3
Expansion Character	Very Low	Very Low

### SULFATE CONTENT

Sample	TP1 @ 1' - 5'	TP2 @ 1' - 5'
Sulfate Content (ppm)	<250	<250



# Geotechnologies, Inc.

Project: Johnson Favaro  
 File No.: 20039  
 Description: Liquefaction Analysis  
 Boring Number: 1

## EMPIRICAL ESTIMATION OF LIQUEFACTION POTENTIAL

NCEER (1996) METHOD

By Thomas F. Blake (1994-1996)

LIQ2\_30.WQ1

### EARTHQUAKE INFORMATION:

Earthquake Magnitude:	7.1
Peak Horiz. Acceleration (g):	0.47
Calculated Mag. Wtg. Factor:	0.873

### ENERGY & ROD CORRECTIONS:

Energy Correction (CE) for N60:	1.60
Rod Len. Corr. (CR)(0-no or 1-yes):	1.0
Bore Dia. Corr. (CB):	1.00
Sampler Corr. (CS):	1.20
Use Ksigma (0 or 1):	1.0

### GROUNDWATER INFORMATION:

Current Groundwater Level (ft):	50.0
Historic Highest Groundwater Level* (ft):	40.0
Unit Wt. Water (pcf):	62.4

\* Based on California Geological Survey Seismic Hazard Evaluation Report

### LIQUEFACTION CALCULATIONS:

Depth to Base (ft)	Total Unit Wt. (pcf)	Current Water Level (0 or 1)	FIELD SPT (N)	Depth of SPT (ft)	Liq. Sus. (0 or 1)	-200 (%)	Est. Dr (%)	CN Factor	Corrected (N1)60	Resist. CRR	rd Factor	Induced CSR	Liquefac. Safe Fact.
1.0	106.5	0	19.0	5.0	0	0.0		2.000	54.7	~	0.998	0.266	~
2.0	106.5	0	19.0	5.0	0	0.0		2.000	54.7	~	0.993	0.265	~
3.0	106.5	0	19.0	5.0	0	0.0		2.000	54.7	~	0.989	0.264	~
4.0	106.5	0	19.0	5.0	0	0.0		2.000	54.7	~	0.984	0.263	~
5.0	106.5	0	19.0	5.0	0	0.0		2.000	54.7	~	0.979	0.261	~
6.0	106.5	0	19.0	5.0	0	0.0		2.000	54.7	~	0.975	0.260	~
7.0	106.5	0	19.0	5.0	0	0.0		2.000	54.7	~	0.970	0.259	~
8.0	104.3	0	19.0	5.0	0	0.0		2.000	54.7	~	0.966	0.258	~
9.0	104.3	0	19.0	5.0	0	0.0		2.000	54.7	~	0.961	0.256	~
10.0	104.3	0	19.0	5.0	0	0.0		2.000	54.7	~	0.957	0.255	~
11.0	104.3	0	15.0	10.0	0	0.0		1.450	31.3	~	0.952	0.254	~
12.0	104.3	0	15.0	10.0	0	0.0		1.450	31.3	~	0.947	0.253	~
13.0	105.1	0	15.0	10.0	0	0.0		1.450	31.3	~	0.943	0.252	~
14.0	105.1	0	15.0	10.0	0	0.0		1.450	31.3	~	0.938	0.250	~
15.0	105.1	0	15.0	10.0	0	0.0		1.450	31.3	~	0.934	0.249	~
16.0	105.1	0	22.0	15.0	0	0.0		1.176	40.1	~	0.929	0.248	~
17.0	105.1	0	22.0	15.0	0	0.0		1.176	40.1	~	0.925	0.247	~
18.0	103.3	0	22.0	15.0	0	0.0		1.176	40.1	~	0.920	0.245	~
19.0	103.3	0	22.0	15.0	0	0.0		1.176	40.1	~	0.915	0.244	~
20.0	103.3	0	22.0	15.0	0	0.0		1.176	40.1	~	0.911	0.243	~
21.0	103.3	0	24.0	20.0	0	0.0		1.016	41.9	~	0.906	0.242	~
22.0	103.3	0	24.0	20.0	0	0.0		1.016	41.9	~	0.902	0.241	~
23.0	105.8	0	24.0	20.0	0	0.0		1.016	41.9	~	0.897	0.239	~
24.0	105.8	0	24.0	20.0	0	0.0		1.016	41.9	~	0.893	0.238	~
25.0	105.8	0	24.0	20.0	0	0.0		1.016	41.9	~	0.888	0.237	~
26.0	105.8	0	21.0	25.0	0	0.0		0.907	34.9	~	0.883	0.236	~
27.0	105.8	0	21.0	25.0	0	0.0		0.907	34.9	~	0.879	0.234	~
28.0	104.4	0	21.0	25.0	0	0.0		0.907	34.9	~	0.874	0.233	~
29.0	104.4	0	21.0	25.0	0	0.0		0.907	34.9	~	0.870	0.232	~
30.0	104.4	0	21.0	25.0	0	0.0		0.907	34.9	~	0.865	0.231	~
31.0	104.4	0	27.0	30.0	0	0.0		0.826	42.8	~	0.861	0.230	~
32.0	104.4	0	27.0	30.0	0	0.0		0.826	42.8	~	0.856	0.228	~
33.0	108.9	0	27.0	30.0	0	0.0		0.826	42.8	~	0.851	0.227	~
34.0	108.9	0	27.0	30.0	0	0.0		0.826	42.8	~	0.847	0.226	~
35.0	108.9	0	27.0	30.0	0	0.0		0.826	42.8	~	0.842	0.225	~
36.0	108.9	0	24.0	35.0	0	0.0		0.763	35.2	~	0.838	0.223	~
37.0	108.9	0	24.0	35.0	0	0.0		0.763	35.2	~	0.833	0.222	~
38.0	107.8	0	24.0	35.0	0	0.0		0.763	35.2	~	0.829	0.221	~
39.0	107.8	0	24.0	35.0	0	0.0		0.763	35.2	~	0.824	0.220	~
40.0	107.8	0	24.0	35.0	0	0.0		0.763	35.2	~	0.819	0.219	~
41.0	107.8	0	31.0	40.0	1	0.0	88	0.712	42.4	Inf.	0.815	0.217	Non-Liq.
42.0	107.8	0	31.0	40.0	1	0.0	88	0.712	42.4	Inf.	0.810	0.216	Non-Liq.
43.0	112.3	0	31.0	40.0	1	0.0	88	0.712	42.4	Inf.	0.806	0.215	Non-Liq.
44.0	112.3	0	31.0	40.0	1	0.0	88	0.712	42.4	Inf.	0.801	0.214	Non-Liq.
45.0	112.3	0	31.0	40.0	1	0.0	88	0.712	42.4	Inf.	0.797	0.213	Non-Liq.
46.0	112.3	0	45.0	45.0	1	0.0	102	0.669	57.8	Inf.	0.792	0.211	Non-Liq.
47.0	112.3	0	45.0	45.0	1	0.0	102	0.669	57.8	Inf.	0.787	0.210	Non-Liq.
48.0	105.9	0	45.0	45.0	1	0.0	102	0.669	57.8	Inf.	0.783	0.209	Non-Liq.
49.0	105.9	0	45.0	45.0	1	0.0	102	0.669	57.8	Inf.	0.778	0.208	Non-Liq.
50.0	105.9	0	45.0	45.0	1	0.0	102	0.669	57.8	Inf.	0.774	0.206	Non-Liq.

**Geotechnologies, Inc.**

File No.: 20039

Project: Johnson Favaro

**EVALUATION OF EARTHQUAKE-INDUCED SETTLEMENTS IN DRY SANDY SOILS****INPUT:**

Boring No.:

1

Groundwater Elevation:

50.0 feet

**EARTHQUAKE INFORMATION:**

Earthquake Magnitude:	7.1
Peak Horiz. Acceleration (g):	0.47

Depth of Base of Strata (ft)	Thickness of Layer (ft)	USCS Classification	Depth of Mid-point of Layer (ft)	Soil Unit Weight (pcf)	Overburden Pressure at Mid-point (tsf)	Mean Effective Pressure at Mid-point (tsf)	Average Cyclic Shear Stress [Tav]	Corrected [N1]60	Maximum Shear Mod. [Gmax] (tsf)	From Tbl. 4-4			From Tbl. 4-5			
										[geff]*[Geff]	[geff]	[geff]*100%	Volumetric Strain [E15] (%)	Number of Strain Cycles [Nc]	Corrected Vol. Strains [Ec]	Settlement [S] (inches)
										[Gmax]						
5.0	5.0	CBF	2.5	106.5	0.13	0.09	0.041	54.7	506.762	7.64E-05	4.50E-05	4.50E-03	1.00E-03	11.6481	0.0009	0.00
10.0	5.0	SP	7.5	104.3	0.40	0.27	0.120	54.7	874.710	1.20E-04	8.00E-05	8.00E-03	1.00E-03	11.6481	0.0009	0.00
15.0	5.0	SP	12.5	105.1	0.66	0.44	0.198	31.3	935.613	1.70E-04	1.00E-04	1.00E-02	8.00E-03	11.6481	0.0071	0.01
20.0	5.0	SP	17.5	103.3	0.92	0.62	0.272	40.1	1200.479	1.69E-04	1.10E-04	1.10E-02	3.50E-03	11.6481	0.0031	0.00
25.0	5.0	SP	22.5	105.8	1.18	0.79	0.343	41.9	1380.607	1.74E-04	1.10E-04	1.10E-02	3.50E-03	11.6481	0.0031	0.00
30.0	5.0	SP	27.5	104.4	1.44	0.97	0.410	34.9	1436.327	1.89E-04	1.20E-04	1.20E-02	5.00E-03	11.6481	0.0045	0.01
35.0	5.0	SP	32.5	108.9	1.71	1.15	0.472	42.8	1673.439	1.78E-04	1.20E-04	1.20E-02	3.00E-03	11.6481	0.0027	0.00
40.0	5.0	SP	37.5	107.8	1.98	1.33	0.530	53.2	1936.583	1.65E-04	1.20E-04	1.20E-02	1.50E-03	11.6481	0.0013	0.00
45.0	5.0	SP	42.5	112.3	2.26	1.51	0.584	42.4	1916.168	1.77E-04	1.40E-04	1.40E-02	3.50E-03	11.6481	0.0031	0.00
50.0	5.0	SP	47.5	105.9	2.53	1.69	0.630	57.8	2249.443	1.58E-04	1.20E-04	1.20E-02	1.30E-03	11.6481	0.0012	0.00

-- Will be densified by removal and recompaction for foundation support

\*\* Clay layers not included in the dry sand settlement analysis, unlikely to be affected by seismic ground shakings


Total Earthquake-Induced Settlements in Dry Sandy Soils (inches) = 0.03





# SCHIFF ASSOCIATES

Project Name: Johnson Favaro Proposal/Project #: 10-0894SCS

Rev No.	Originator (name)	Rev Date (mm/dd/yy)	Revision Description
A	Ian Budner	9/8/10	Issued for Review
0	Ian Budner	9/9/10	Issued for Implementation
			Engineer's Stamp If Required
			

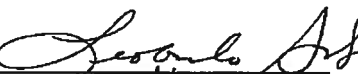
## APPROVED BY

## SIGNATURES

## DATE

Department Head:

Leobardo Solis



9/9/10

Checked By:

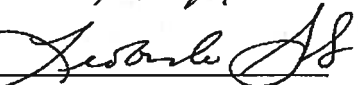
STEVEN FOX  
Brien L. Clark, P.E.



9/9/10

Checked By:


Leobardo Solis



9/9/10

Originator:

Ian Budner



9/9/10



**SCHIFF ASSOCIATES**

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*Consulting Corrosion Engineers – Since 1959*

September 8, 2010

via email: stang@geoteq.com

GEOTECHNOLOGIES, INC.  
439 Western Avenue  
Glendale, CA 91201

Attention: Mr. Stanley Tang, P.E.

Re: Soil Corrosivity Study  
Johnson Favaro  
Manhattan Beach, California  
SA #10-0894SCS, GI #20039

## **INTRODUCTION**

Laboratory tests have been completed on two soil samples provided for the referenced project. The purpose of these tests was to determine if the soils might have deleterious effects on underground utility piping, hydraulic elevator cylinders, and concrete structures. Schiff Associates assumes that the samples provided are representative of the most corrosive soils at the site.

The proposed construction consists of a library with one basement level. The site is located at 1320 North Highland Avenue in Manhattan Beach, California. The water table is reportedly greater than 50 feet deep.

The scope of this study is limited to a determination of soil corrosivity and general corrosion control recommendations for materials likely to be used for construction. Our recommendations do not constitute, and are not meant as a substitute for, design documents for the purpose of construction. If the architects and/or engineers desire more specific information, designs, specifications, or review of design, Schiff Associates will be happy to work with them as a separate phase of this project.

## **LABORATORY SOIL CORROSIVITY TESTS**

The electrical resistivity of each sample was measured in a soil box per ASTM G187 in its as-received condition and again after saturation with distilled water. Resistivities are at about their lowest value when the soil is saturated. The pH of the saturated samples was measured per ASTM G51. A 5:1 water:soil extract from each sample was chemically analyzed for the major soluble salts commonly found in soil per ASTM D4327, D513, and D6919. Test results are shown in Table 1.

## SOIL CORROSIVITY

A major factor in determining soil corrosivity is electrical resistivity. The electrical resistivity of a soil is a measure of its resistance to the flow of electrical current. Corrosion of buried metal is an electrochemical process in which the amount of metal loss due to corrosion is directly proportional to the flow of electrical current (DC) from the metal into the soil. Corrosion currents, following Ohm's Law, are inversely proportional to soil resistivity. Lower electrical resistivities result from higher moisture and soluble salt contents and indicate corrosive soil.

A correlation between electrical resistivity and corrosivity toward ferrous metals is:<sup>1</sup>

<u>Soil Resistivity in ohm-centimeters</u>	<u>Corrosivity Category</u>
Greater than 10,000	Mildly Corrosive
2,000 to 10,000	Moderately Corrosive
1,000 to 2,000	Corrosive
0 to 1,000	Severely Corrosive

Other soil characteristics that may influence corrosivity towards metals are pH, soluble salt content, soil types, aeration, anaerobic conditions, and site drainage.

Electrical resistivities were in the mildly corrosive with as-received moisture. When saturated, the resistivities remained in the mildly corrosive category. The resistivities dropped considerably with added moisture because the samples were dry as-received.

Soil pH values varied from 8.4 to 8.5. This range is moderately to strongly alkaline.<sup>2</sup> These values do not particularly increase soil corrosivity.

The soluble salt content of the samples was low.

Ammonium and nitrate were detected in low concentrations.

Tests were not made for sulfide and negative oxidation-reduction (redox) potential because these samples did not exhibit characteristics typically associated with anaerobic conditions.

This soil is classified as mildly corrosive to ferrous metals.

## CORROSION CONTROL RECOMMENDATIONS

The life of buried materials depends on thickness, strength, loads, construction details, soil moisture, etc., in addition to soil corrosivity, and is, therefore, difficult to predict. Of more practical value are corrosion control methods that will increase the life of materials that would be subject to significant corrosion.

<sup>1</sup> Romanoff, Melvin. *Underground Corrosion*, NBS Circular 579. Reprinted by NACE. Houston, TX, 1989, pp. 166-167.

<sup>2</sup> Romanoff, Melvin. *Underground Corrosion*, NBS Circular 579. Reprinted by NACE. Houston, TX, 1989, p. 8.

The following recommendations are based on the soil conditions discussed in the Soil Corrosivity section above. Unless otherwise indicated, these recommendations apply to the entire site or alignment.

### **Steel Pipe**

Implement *all* the following measures:

1. Underground steel pipe with rubber gasketed, mechanical, grooved end, or other nonconductive type joints should be bonded for electrical continuity. Electrical continuity is necessary for corrosion monitoring and possible future cathodic protection.
2. Install corrosion monitoring test stations to facilitate corrosion monitoring and the application of possible future cathodic protection:
  - a. At each end of the pipeline.
  - b. At each end of all casings.
  - c. Other locations as necessary so the interval between test stations does not exceed 1,200 feet.
3. To prevent dissimilar metal corrosion cells and to facilitate the application of possible future cathodic protection, electrically isolate each buried steel pipeline per NACE Standard SP0286 from:
  - a. Dissimilar metals.
  - b. Dissimilarly coated piping (cement-mortar vs. dielectric).
  - c. Above ground steel pipe.
  - d. All existing piping.
4. Choose one of the following corrosion control options:

---

#### **OPTION 1**

- a. Apply a suitable dielectric coating intended for underground use such as:
  - i. Polyurethane per AWWA C222 *or*
  - ii. Extruded polyethylene per AWWA C215 *or*
  - iii. A tape coating system per AWWA C214 *or*
  - iv. Hot applied coal tar enamel per AWWA C203 *or*
  - v. Fusion bonded epoxy per AWWA C213.
- b. Although it is customary to cathodically protect bonded dielectrically coated structures, cathodic protection is not recommended at this time due to mildly corrosive soils. In lieu of cathodic protection, the installation of electrical resistance (ER) probes designed for steel piping should be incorporated into the corrosion monitoring system to discern if/when cathodic protection will be warranted in the future. Joint bonds, test stations, and insulated joints should still be installed and will facilitate the application of cathodic protection in the future if needed to control leaks.

## OPTION 2

- a. As an alternative to dielectric coating and possible future cathodic protection, apply a  $\frac{3}{4}$ -inch cement mortar coating per AWWA C205 or encase in concrete 3 inches thick, using any type of cement. Joint bonds, test stations, and insulated joints are still required for these alternatives.

NOTE: Some steel piping systems, such as for oil, gas, and high-pressure piping systems, have special corrosion and cathodic protection requirements that must be evaluated for each specific application.

## Hydraulic Elevator

Implement *all* the following measures:

1. Coat hydraulic elevator cylinders as described above for steel pipe, item #4.
2. Electrically insulate each cylinder from building metals by installing dielectric material between the piston platen and car, insulating the bolts, and installing an insulated joint in the oil line.
3. Apply cathodic protection to hydraulic cylinders as per NACE Standard SP0169.
4. As an alternative to electrical insulation and cathodic protection, place each cylinder in a plastic casing with a plastic watertight seal at the bottom.
5. The elevator oil line should be placed above ground if possible but, if underground, should be protected by one of the following corrosion control options:

## OPTION 1

- a. Provide a bonded dielectric coating.
- b. Electrically isolate the pipeline.
- c. Apply cathodic protection to steel piping as per NACE Standard SP0169.

## OPTION 2

- a. Place the oil line in a PVC casing pipe with solvent-welded joints to prevent contact with soil and soil moisture.

## Iron Pipe

Implement *all* the following measures:

1. Electrically insulate underground iron pipe from dissimilar metals and from above ground iron pipe with insulating joints per NACE Standard SP0286.
2. Bond all nonconductive type joints for electrical continuity. Electrical continuity is necessary for corrosion monitoring and possible future cathodic protection.
3. Install corrosion monitoring test stations to facilitate corrosion monitoring and the possible future application of cathodic protection:
  - a. At each end of the pipeline.

- b. At each end of any casings.
  - c. Other locations as necessary so the interval between test stations does not exceed 1,200 feet.
4. Choose one of the following corrosion control options:

**OPTION 1**

- a. Apply a suitable coating intended for underground use such as:
  - i. Polyethylene encasement per AWWA C105; *or*
  - ii. Epoxy coating; *or*
  - iii. Polyurethane; *or*
  - iv. Wax tape.

NOTE: The thin factory-applied asphaltic coating applied to ductile iron pipe for transportation and aesthetic purposes does not constitute a corrosion control coating.

**OPTION 2**

- a. As an alternative to dielectric coating and possible future cathodic protection, concrete encase all buried portions of metallic piping so that there is a minimum of 3 inches of concrete cover provided over and around surfaces of pipe, fittings, and valves using any type of cement.

**Copper Tubing**

Implement *all* the following measures:

- 1. Place cold water copper tubing in an 8-mil polyethylene sleeve or encase in double 4-mil thick polyethylene sleeves and bed and backfill with clean sand at least 2 inches thick surrounding the tubing. Clean sand should have a minimum resistivity of no less than 3000 ohm-cm, and a pH of 6.0–8.0. Copper tubing for cold water can also be treated the same as for hot water.
- 2. Hot water tubing may be subject to a higher corrosion rate. Protect hot copper tubing by one of the following measures:
  - a. Preventing soil contact. Soil contact may be prevented by placing the tubing above ground or encasing the tubing with PVC pipe with solvent-welded joints. *or*
  - b. Applying cathodic protection per NACE Standard SP0169. The amount of cathodic protection current needed can be minimized by coating the tubing.

**Plastic and Vitrified Clay Pipe**

- 1. No special precautions are required for plastic and vitrified clay piping placed underground from a corrosion viewpoint.

2. Protect all metallic fittings and valves with wax tape per AWWA C217 or epoxy.

### All Pipe

1. On all pipes, appurtenances, and fittings not protected by cathodic protection, coat bare metal such as valves, bolts, flange joints, joint harnesses, and flexible couplings with wax tape per AWWA C217 after assembly.
2. Where metallic pipelines penetrate concrete structures such as building floors, vault walls, and thrust blocks use plastic sleeves, rubber seals, or other dielectric material to prevent pipe contact with the concrete and reinforcing steel.

### Concrete

1. From a corrosion standpoint, any type of cement may be used for concrete structures and pipe because the sulfate concentration is negligible, 0 to 0.1 percent.<sup>3,4,5,6</sup>
2. Standard concrete cover over reinforcing steel may be used for concrete structures and pipe in contact with these soils due to the low chloride concentration<sup>7</sup> found onsite.

### CLOSURE

Our services have been performed with the usual thoroughness and competence of the engineering profession. No other warranty or representation, either expressed or implied, is included or intended.

Please call if you have any questions.

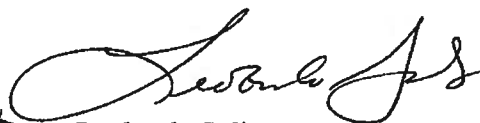
Respectfully Submitted,  
SCHIFF ASSOCIATES



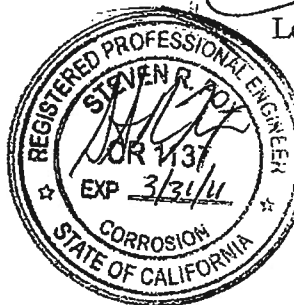
Ian Budner

Enc: Table 1

10-0894SCS RPT IB



Leobardo Solis



<sup>3</sup> 1997 Uniform Building Code (UBC) Table 19-A-4

<sup>4</sup> 2006 International Building Code (IBC) which refers to American Concrete Institute (ACI-318) Table 4.3.1

<sup>5</sup> 2006 International Residential Code (IRC) which refers to American Concrete Institute (ACI-318) Table 4.3.1

<sup>6</sup> 2007 California Building Code (CBC) which refers to American Concrete Institute (ACI-318) Table 4.3.1

<sup>7</sup> Design Manual 303: Concrete Cylinder Pipe. Ameron. p.65



**Table 1 - Laboratory Tests on Soil Sample(s)**

*Geotechnologies, Inc.*

*Johnson Favaro*

*Your #20039, SA #10-0894SCS*

*27-Aug-10*

Sample ID		B-1 @ 5' SP	TP 2 @ 2' SP
<b>Resistivity</b>	<b>Units</b>		
as-received	ohm-cm	132,000	104,000
saturated	ohm-cm	18,800	17,200
<b>pH</b>		8.5	8.4
<b>Electrical</b>			
<b>Conductivity</b>	mS/cm	0.02	0.03
<b>Chemical Analyses</b>			
<b>Cations</b>			
calcium	Ca <sup>2+</sup> mg/kg	24	32
magnesium	Mg <sup>2+</sup> mg/kg	4.2	4.3
sodium	Na <sup>1+</sup> mg/kg	17	14
potassium	K <sup>1+</sup> mg/kg	4.5	7.5
<b>Anions</b>			
carbonate	CO <sub>3</sub> <sup>2-</sup> mg/kg	ND	ND
bicarbonate	HCO <sub>3</sub> <sup>1-</sup> mg/kg	24	49
fluoride	F <sup>1-</sup> mg/kg	0.8	ND
chloride	Cl <sup>1-</sup> mg/kg	6.0	5.3
sulfate	SO <sub>4</sub> <sup>2-</sup> mg/kg	6.3	4.6
phosphate	PO <sub>4</sub> <sup>3-</sup> mg/kg	6.2	3.8
<b>Other Tests</b>			
ammonium	NH <sub>4</sub> <sup>1+</sup> mg/kg	ND	0.6
nitrate	NO <sub>3</sub> <sup>1-</sup> mg/kg	3.6	3.1
sulfide	S <sup>2-</sup> qual	na	na
Redox	mV	na	na

Electrical conductivity in millisiemens/cm and chemical analysis were made on a 1:5 soil-to-water extract.

mg/kg = milligrams per kilogram (parts per million) of dry soil.

Redox = oxidation-reduction potential in millivolts

ND = not detected

na = not analyzed



## **Appendix E   Hazardous Building Materials Survey**



**HAZARDOUS BUILDING MATERIAL SURVEY  
MANHATTAN BEACH PUBLIC LIBRARY  
1320 HIGHLAND AVENUE  
MANHATTAN BEACH, CALIFORNIA**

**PREPARED FOR:**

County of Los Angeles Department Public Works  
900 South Fremont Avenue, 5<sup>th</sup> Floor  
Alhambra, California 91803-1331

**PREPARED BY:**

Ninyo & Moore  
Geotechnical and Environmental Sciences Consultants  
475 Goddard, Suite 200  
Irvine, California 92618

September 14, 2010  
Project No. 207247039

September 14, 2010  
Project No. 207247039

Mr. Jason I. Kim  
County of Los Angeles Department Public Works  
900 South Fremont Avenue, 5th Floor  
Alhambra, California 91803-1331

Subject: Hazardous Building Material Survey  
1320 Highland Avenue  
Manhattan Beach, California

Dear Mr. Kim:

In accordance with your authorization to proceed, Ninyo & Moore has performed a Hazardous Building Materials Survey at the Manhattan Beach Public Library located at 1320 Highland Avenue, Manhattan Beach, California. The attached report presents our methodology, findings, conclusions, and recommendations regarding our survey.

We appreciate the opportunity to be of service to you on this important project.

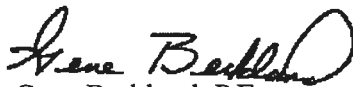
Sincerely,  
**NINYO & MOORE**



Michael S. Cushner  
Senior Staff Environmental Scientist  
Site Surveillance Technician No. 03-3281  
Lead Inspector/Risk Assessor No. 06953



Dana E. Williams, C.A.C. No. 93-1168  
Project Environmental Scientist



Gene Berkland, P.E.  
Senior Engineer

MSC/DEW/GOB/lr

Distribution: (11) Addressee (9 hard copies; 2 CDs)

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Figure 2 – Sample Location Map – Main Floor

Figure 3 – Sample Location Map - Roof

### Appendices

Appendix A – Asbestos Analytical Results and Chain-of-Custody Records

Appendix B – XRF Testing Methodology

Appendix C – California Department of Public Health Forms 8552

## **1. INTRODUCTION**

In accordance with your request and authorization to proceed, Ninyo & Moore has performed a hazardous building material survey (HBMS) at the property located at 1320 Highland Avenue, Manhattan Beach, California (site) (Figure 1). This report has been prepared in accordance with generally accepted environmental science and engineering practices. This report is based upon conditions at the site at the time of the sampling activities and provides documentation of our findings and recommendations.

## **2. PURPOSE AND SCOPE OF SERVICES**

The objective of this survey is to provide information about current site conditions of the above-referenced building regarding the potential presence of asbestos-containing materials (ACMs), lead-based paints (LBPs), and other hazardous building materials in areas of planned renovation activities. Ninyo & Moore performed the following services:

- Performance of a visual reconnaissance of the designated renovation areas of the site to evaluate the possible presence of ACMs.
- Collection of bulk samples and submittal of these samples to an independent laboratory for analysis of asbestos content.
- Collection of x-ray fluorescence (XRF) readings of potential LBP.
- Preparation of Site Sample Maps showing bulk sample and lead containing material locations.
- A visual assessment for potentially hazardous building components including wet electrical transformers (possible polychlorinated biphenyl [PCB]-containing oils), fluorescent light bulbs (possible mercury), fluorescent light ballasts (possible PCB-containing oils), high intensity light bulbs (possible mercury), thermostat switches (possible liquid mercury and/or batteries), emergency lighting and exit signs (possible lead acid containing batteries or tritium), heating, ventilation, and air conditioning (HVAC) and refrigeration systems (possible chlorofluorocarbon [CFC] gas), and other possible hazardous materials.
- Preparation of this HBMS report which presents our data and summarizes the assessed materials. This report includes sample location maps, a site description, laboratory testing information, conclusions and recommendations, Preparation of this report summarizing our field activities, laboratory test results, conclusions, and recommendations.

### **3. SITE DESCRIPTION**

The site is an approximate 12,100-square-foot single-story building. It is currently utilized as the Manhattan Beach Public Library and was constructed in 1975. The ceiling finishes included drop in ceiling panels, 1-foot square ceiling tiles or drywall. The flooring substrate is concrete and is finished with floor tiles, carpeting or ceramic tiles. Interior walls are covered with drywall or plaster. Fireproofing is on structural beams and columns within the ceiling space of the library area and the mechanical room. Fireproofing is also on the corrugated metal ceiling decking in the mechanical room. The exterior walls are constructed of brick or concrete and are either exposed or finished with stucco. The wood-framed roof consisted of built-up gravel roofing throughout. Domestic hot water piping and air conditioning duct-work was noted to be insulated with fiberglass.

### **4. PHYSICAL LIMITATIONS**

Destructive sampling techniques were not utilized. Therefore other suspected ACM and lead containing materials, may be present within inaccessible areas such as wall spaces or under carpet.

### **5. SAMPLE COLLECTION**

On August 9, 2010, Ninyo & Moore personnel conducted the asbestos and the LBP survey. The surveys followed United States Environmental Protection Agency (EPA), and Housing and Urban Development (HUD) guidelines, within the limitations of the scope of work. The asbestos survey was conducted and performed by a California-Certified Site Surveillance Technician (SST) and consisted of collecting suspect building materials from the subject structure. The LBP survey was performed by a California Department of Public Health (CDPH) certified lead inspector/assessor.

#### **5.1. Asbestos Survey**

A preliminary visual assessment and bulk-sampling survey of suspect ACMs was performed. Representative samples of the suspect ACMs were collected after identification of homogeneous sampling areas (areas in which the materials are uniform in color, texture, construction or application date, and general appearance). Each homogeneous area was ob-

served for material type, location, condition, and friability. Representative samples were collected from each homogeneous area except areas that were inaccessible, or areas of assumed ACM, within the limitations of the survey. Samples were collected using EPA-recommended sampling procedures. Building materials which were sampled and analyzed for the presence of asbestos are presented in Table 1. The locations of bulk asbestos samples are shown on Figure 2.

### **5.2. Paint Survey**

To test surfaces for future contractor worker safety and waste characterization, a portable XRF spectrum analyzer was utilized to evaluate painted surfaces for lead content. The testing was conducted in general accordance with accepted environmental science and engineering practices. A total of 90 XRF readings were recorded. Positive XRF sample locations are shown on Figure 2.

### **5.3. Miscellaneous Hazardous Building Materials Survey**

Ninyo & Moore conducted a visual hazardous building materials inventory. Materials inspected for included wet electrical transformers (possible PCB-containing oils), fluorescent light bulbs (possible mercury), fluorescent light ballasts (possible PCB-containing oils), high intensity light bulbs (possible mercury), thermostat switches (possible liquid mercury and/or batteries), emergency lighting and exit signs (possible lead and/or acid containing batteries or tritium), HVAC and refrigeration systems (possible CFC gas), and other possible hazardous materials.

## **6. LABORATORY ANALYSES AND RESULTS**

### **6.1. Asbestos Analysis**

Fifty samples of suspect ACMs were collected and transferred to LA Testing. LA Testing is an accredited laboratory in the National Voluntary Laboratory Accreditation Program (NVLAP) for bulk asbestos fiber analysis. The samples were analyzed using Polarized Light Microscopy with dispersion staining (PLM/Ds), for the presence and quantification of asbes-



tos fibers, in general accordance with EPA method 600/M4-82-020. The lower limit of reliable detection for asbestos using the PLM method is approximately one (1) percent by volume. California regulations define asbestos containing construction materials (ACCMs) as those materials having an asbestos content of greater than one tenth of 1 percent (0.1 percent). Materials in which no asbestos was detected are defined in the laboratory report as “None detected.” Materials containing asbestos, but in amounts less than 1 percent, are defined as containing “trace” amounts. Suspect materials sampled and the analytical results are summarized in Table 1. Bulk asbestos sample locations are shown in Figure 2. A copy of the laboratory analytical report and chain-of-custody record is presented in Appendix A.

## **6.2. Paint Analysis**

Currently, the State of California and the EPA stipulate what concentrations of lead in non-volatile components of surface coatings or materials determine whether a material is considered to be a LBP. The CDPH stipulates that paint or other surfaces coatings containing an amount equal to or in excess of one milligram per square centimeter ( $1.0 \text{ mg/cm}^2$ ), or more than one-half of one percent (0.5 percent) by weight, constitute a LBP. The HUD guideline for designating a painted surface as lead-containing is consistent with the CDPH. For the purposes of this assessment, lead-containing substance (LCS) refers to both lead-based paint, as defined by the CDPH and HUD that is chipping or peeling, or that may be removed from surfaces, and has a lead content equal to or greater than 1,000 milligrams per kilogram ( $\text{mg/kg}$ ), requires handling as a California Title 22 hazardous waste. County of Los Angeles, Chapter 11.28, “Lead Hazards” stipulates that materials containing lead or its compounds in excess of  $0.7 \text{ mg/cm}^2$ , constitutes a lead-bearing substance (LBS). In addition, under Cal/OSHA Construction Safety Orders, Lead Title 8, Section 1532.1 CA, “Lead In Construction Standard”, specific worker protection measures are required in construction projects where any lead is present. LBP testing methodologies are presented in Appendix B. XRF testing results are in Table 2.

### **6.3. Miscellaneous Hazardous Building Materials**

As indicated above, analytical testing of miscellaneous hazardous building materials was not part of the scope of work.

## **7. FINDINGS AND OPINIONS**

### **7.1. Asbestos**

Based on the analytical results of bulk samples collected during this survey, ACCMs located at the Site are as follows:

- Approximately 1,400 square feet (SF) of plaster wall containing less than one percent chrysotile asbestos, located at the roof parapet walls. This material was noted to be in good condition.
- Approximately 10,500 SF of drywall with joint compound containing less than one percent chrysotile asbestos, located throughout the walls and ceilings in some areas. This material was noted to be in good condition.
- Approximately 250 SF of stucco containing less than one percent chrysotile asbestos, located at the north and south exterior entrances. This material was noted to be in good condition.

---

Please note that quantities of ACCMs are approximate. These numbers should be confirmed prior to removal or repair activities.

The presence of ACCMs in a building does not necessarily mean that the health of the occupants is endangered. If these materials are in good condition and have not been disturbed or deteriorated, exposures are expected to be negligible. However, when ACCM deteriorates, is disturbed, or is in damaged condition, such as during demolition operations, asbestos fibers may be released creating a potential health hazard for building occupants, maintenance personnel, and contractors.

### **7.2. Lead-Containing Substance**

Based on the analytical results of XRF analysis collected during our survey, concentrations of lead greater than 0.7 mg/cm<sup>2</sup> include the following:

- The 4" x 4" blue/white ceramic wall tiles in the women's and staff restroom's are noted to be in good condition and considered to be LBS (estimated 450 SF).
- The 5" x 5" gold ceramic wall tiles in the men's restroom is noted to be in good condition and considered to be LBS (estimated 450 SF).

### **7.3. Miscellaneous Hazardous Building Materials**

Miscellaneous possible hazardous building materials observed in the planned renovation areas at the site are presented below.

- **Fluorescent Light Bulbs** – Approximately 1,276 intact bulbs and 792 light ballasts were observed. These items should be considered hazardous building materials (i.e., containing mercury gases).
- **Exit Signs** – Two exit signs were noted in the entrance area of the building and may contain lead-acid batteries or the radioactive isotope tritium.
- **HVAC Systems** – Two HVAC systems were on the roof. Possible CFC gases are suspected in this feature.

## **8. RECOMMENDATIONS**

Since ACCM, LBS and other hazards are identified at the Site, the following recommendations are provided:

- The identified ACCMs should not be disturbed. Prior to renovation or demolition work which would disturb identified ACCMs, a licensed asbestos abatement removal contractor should remove the ACCMs.
- Applicable laws and regulations should be followed, including those provisions requiring notification to regulatory agencies, building occupants, renovation contractors, and workers of the presence of asbestos and LBS.
- The identified LBS should not be disturbed. Any LBS in a non-intact condition should be abated and the component properly encapsulated.
- Applicable laws and regulations should be followed, including those provisions requiring notification to regulatory agencies, building occupants, renovation contractors, and workers of the presence of Asbestos and LBS.
- Prior to any demolition or remodeling activities, a composite sample of the LBS material should be analyzed for Total Threshold Limit Concentration (TTLC) by USEPA reference

method SW846. If the concentration of lead is greater than 1000 mg/kg the LBS waste material must be disposed of by a landfill which can handle such wastes. If the concentration is less than 50 mg/kg the sample may be disposed of as construction debris, if it is to remain in California. If the result falls between 50 mg/kg and 1000 mg/kg, the sample must be further analyzed by the Waste Extraction Test (WET) for Soluble Threshold Limit Concentration (STLC) as described in 22 CCR 66261.24a. Additionally, if the result is greater or equal to 100 mg/kg the sample must be further analyzed by the Toxicity Characteristic Leaching Procedure (TCLP). Based on the results of the STLC and TCLP analysis the waste material may require disposal as a Resource Conservation and Recovery Act (RCRA) hazardous waste or non-RCRA (California hazardous) waste.

- Hazardous building materials discussed in this report, including mercury gas containing fluorescent light bulbs, Freon or CFC containing HVAC systems, exit signs should be removed and properly recycled or disposed by a licensed contractor if they are to be impacted by the planned renovation activities.

## 9. LIMITATIONS

Ninyo & Moore's opinions and recommendations regarding environmental conditions, as presented in this report, are based on our sampling and chemical analysis. Further assessment of potential adverse environmental impacts may be accomplished by a more comprehensive assessment. The samples collected and used for testing, and the observations made, are believed to be representative of the area(s) evaluated. However, if additional suspect ACMs, LBPs, or LBS are encountered during demolition activities, these materials should be sampled by a qualified personnel, and analyzed for content prior to further disturbance. In addition, please note that quantities are approximate. These numbers should be confirmed prior to removal or repair activities.

The environmental services described in this report have been conducted in general accordance with current regulatory guidelines and the standard-of-care exercised by environmental consultants performing similar work in the project area. No warranty, expressed or implied, is made regarding the professional opinions presented in this report. Variations in site conditions may exist and conditions not observed or described in this report may be encountered during subsequent activities.

This document is intended to be used only in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. Ninyo & Moore should be contacted if the reader requires any additional information, or has questions regarding content, interpretations presented, or completeness of this document.

The environmental interpretations and opinions contained in this report are based on the results of laboratory tests and analyses intended to detect the presence and concentration of specific chemical or physical constituents in samples collected from the subject site. The testing and analyses have been conducted by an independent laboratory which is certified by the State of California to conduct such tests. Ninyo & Moore has no involvement in, or control over, such testing and analysis. Ninyo & Moore, therefore, disclaims responsibility for any inaccuracy in such laboratory results.

Our conclusions, recommendations, and opinions are based on an analysis of the observed site conditions. It should be understood that the conditions of a site can change with time as a result of natural processes or the activities of man at the subject site or nearby sites. In addition, changes to the applicable laws, regulations, codes, and standards of practice may occur due to government action or the broadening of knowledge. The findings of this report may, therefore, be invalidated over time, in part or in whole, by changes over which Ninyo & Moore has no control.

**Table 1 – Asbestos Survey Results**

Sample ID No.	Sample Location	Sample Description	Result	Approximate Quantity (SF)
1	Roof	Roof core	None detected	Not applicable
2	Roof	Roof core	None detected	
3	Roof	Roof core	None detected	
4	Roof vent island	Base flashing	None detected	Not applicable
5	Roof parapet wall	Base flashing	None detected	
6	Roof parapet wall	Base flashing	None detected	
7	Roof vent pipe	Penetration mastic	None detected	Not applicable
8	Roof vent island	Penetration mastic	None detected	
9	Roof vent pipe	Penetration mastic	None detected	
10	Roof upper parapet wall	Plaster wall	<1% chrysotile asbestos	1,400 SF
11	Roof upper parapet wall	Plaster wall	<1% chrysotile asbestos	
12	Roof upper parapet wall	Plaster wall	<1% chrysotile asbestos	
13	Roof upper parapet wall	Plaster wall	<1% chrysotile asbestos	
14	Roof upper parapet wall	Plaster wall	<1% chrysotile asbestos	
15	Air handler #1 - roof	2" brown duct wrap tape	None detected	Not applicable
16	Air handler #1 - roof	2" brown duct wrap tape	None detected	
17	Air handler #2 - roof	2" brown duct wrap tape	None detected	
18	Mechanical room – HVAC equipment	2" white duct wrap tape	None detected	Not applicable
19	Mechanical room – HVAC equipment	2" white duct wrap tape	None detected	
20	Mechanical room – HVAC equipment	2" white duct wrap tape	None detected	
21	Mechanical room entrance	Drywall with joint compound	Drywall - None detected Joint compound – <1% chrysotile asbestos	10,500 SF
22	Mechanical room electrical and roof hatch location	Drywall with joint compound	Drywall - None detected Joint compound – <1% chrysotile asbestos	
23	Main entrance lobby	Drywall with joint compound	Drywall - None detected Joint compound – None detected	
24	Meeting room	Drywall with joint compound	Drywall - None detected Joint compound – None detected	
25	Quiet study room	Drywall with joint compound	Drywall - None detected Joint compound – <1% chrysotile asbestos	
26	Library customer service desk partition wall	Drywall with joint compound	Drywall - None detected Joint compound – <1% chrysotile asbestos	
27	Break room	Drywall with joint compound	Drywall - None detected Joint compound – <1% chrysotile asbestos	

**Table 1 – Asbestos Survey Results**

Sample ID No.	Sample Location	Sample Description	Result	Approximate Quantity (SF)
28	Main library	2' x 2' ceiling tiles	None detected	Not applicable
29	Meeting room	2' x 2' ceiling tiles	None detected	
30	Main rear storage	2' x 2' ceiling tiles	None detected	
31	Meeting room	4" brown cove base with mastic	None detected	Not applicable
32	Quiet study room	4" brown cove base with mastic	None detected	
33	Librarian office	4" brown cove base with mastic	None detected	
34	Mechanical room – roof hatch	Fireproofing	None detected	Not applicable
35	Mechanical room	Fireproofing	None detected	
36	Main library	Fireproofing	None detected	
37	Main library	Fireproofing	None detected	
38	Main storage	Fireproofing	None detected	
39	Meeting room closet	1' x 1' ceiling tile	None detected	Not applicable
40	Men's restroom	1' x 1' ceiling tile	None detected	
41	Staff restroom	1' x 1' ceiling tile	None detected	
42	Main library	Lt. brown carpet + second layer	Carpet -none detected Second layer – none detected	Not applicable
43	Main library	Lt. brown carpet + second layer	Carpet -none detected Second layer – none detected	
44	Main library	Lt. brown carpet + second layer	Carpet -none detected Second layer – none detected	
45	Library entry lobby	12" x 12" brown floor tile with mastic	Floor tile – none detected Mastic – none detected	Not applicable
46	Main rear storage	12" x 12" brown floor tile with mastic	Floor tile – none detected Mastic – none detected	

**Table 1 – Asbestos Survey Results**

Sample ID No.	Sample Location	Sample Description	Result	Approximate Quantity (SF)
47	Main library	12" x 12" brown floor tile with mastic	Floor tile – none detected Mastic – none detected	
48	Exterior wall	Stucco	<1 % chrysotile asbestos	250 SF
49	Exterior wall	Stucco	<1 % chrysotile asbestos	
50	Exterior west	Stucco	<1 % chrysotile asbestos	
Notes: SF – square feet				



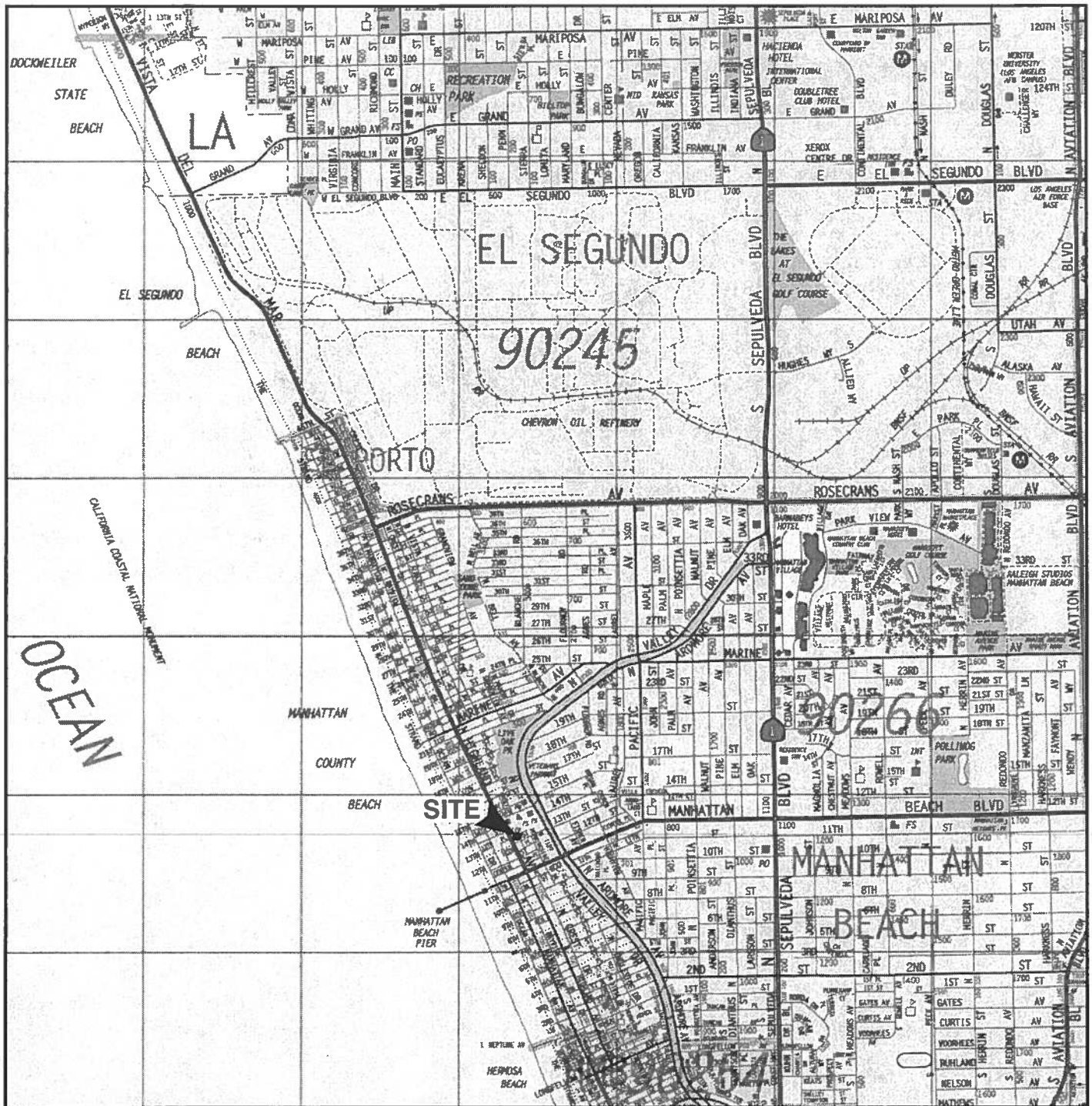
**Table 2 - LCS Survey XRF Readings**

Reading No	Site	Room	Side	Component	Substrate	Condition	Color	Action Level (mg/cm2)	Results	Approximate Quantity	Lead Reading (mg/cm2)
1	1320	Standard Calibration Check 1.04 +/- 0.06mg/cm <sup>2</sup>						1	Positive		1.2
2	1320	Standard Calibration Check 1.04 +/- 0.06mg/cm <sup>2</sup>						1	Positive		1.1
3	1320	Standard Calibration Check 1.04 +/- 0.06mg/cm <sup>2</sup>						1	Positive		1
4	1320	Main Library	A	Wall	Brick	Intact	White	0.7	Negative		0
5	1320	Main Library	B	Wall	Brick	Intact	White	0.7	Negative		0
6	1320	Main Library	C	Wall	Brick	Intact	White	0.7	Negative		0
7	1320	Main Library	D	Wall	Brick	Intact	White	0.7	Negative		0
8	1320	Main Library	C	Wall	Concrete	Intact	White	0.7	Negative		0
9	1320	Main Library	D	Wall	Concrete	Intact	White	0.7	Negative		0
10	1320	Quiet study room	B	Wall	Brick	Intact	White	0.7	Negative		0
11	1320	Quiet study room	B	Wall	Drywall	Intact	White	0.7	Negative		0
12	1320	Quiet study room	C	Wall	Brick	Intact	White	0.7	Negative		0
13	1320	Entrance lobby	B	Wall	Drywall	Intact	White	0.7	Negative		0
14	1320	Entrance lobby	C	Wall	Drywall	Intact	White	0.7	Negative		0
15	1320	Entrance lobby	D	Wall	Drywall	Intact	White	0.7	Negative		0
16	1320	Entrance lobby	A	Door	Metal	Intact	Brown	0.7	Negative		0
17	1320	Entrance lobby	A	Door frame	Metal	Intact	Brown	0.7	Negative		0
18	1320	Meeting room	A	Door frame	Metal	Intact	Brown	0.7	Negative		0
19	1320	Meeting room	A	Wall	Drywall	Intact	White	0.7	Negative		0
20	1320	Meeting room	B	Wall	Drywall	Intact	White	0.7	Negative		0
21	1320	Meeting room	C	Wall	Drywall	Intact	White	0.7	Negative		0
22	1320	Meeting room	D	Wall	Drywall	Intact	White	0.7	Negative		0
23	1320	Meeting room	C	Door	Metal	Intact	White	0.7	Negative		0
24	1320	Meeting room	C	Door frame	Metal	Intact	White	0.7	Negative		0
25	1320	Meeting room	C	Soffit	Drywall	Intact	White	0.7	Negative		0
26	1320	Meeting room closet	A	Door frame	Metal	Intact	Brown	0.7	Negative		0
27	1320	Meeting room closet	A	Door	Wood	Intact	Varnish	0.7	Negative		0
28	1320	Meeting room closet	A	Wall	Drywall	Intact	White	0.7	Negative		0
29	1320	Meeting room closet	B	Wall	Brick	Intact	White	0.7	Negative		0
30	1320	Meeting room closet	C	Wall	Brick	Intact	White	0.7	Negative		0
31	1320	Meeting room closet	D	Wall	Drywall	Intact	White	0.7	Negative		0
32	1320	Meeting room closet	0	Ceiling tile	Tile	Intact	White	0.7	Negative		0
33	1320	Men's restroom	A	Door frame	Metal	Intact	Brown	0.7	Negative		0
34	1320	Men's restroom	A	Door	Wood	Intact	Varnish	0.7	Negative		0.05
35	1320	Men's restroom	B	Wall	Ceramic tile	Intact	Gold	0.7	Positive	450 SF	5
36	1320	Men's restroom	0	Floor	Ceramic tile	Intact	Gold	0.7	Negative		0
37	1320	Women's restroom	A	Door frame	Metal	Intact	Brown	0.7	Negative		0.04
38	1320	Women's restroom	A	Door	Wood	Intact	Varnish	0.7	Negative		0
39	1320	Women's restroom	A	Wall	Ceramic tile	Intact	Blue/white	0.7	Positive	350 SF	5
40	1320	Women's restroom	0	Floor	Ceramic tile	Intact	Blue	0.7	Negative		0
41	1320	Rear main storage	C	Door	Metal	Intact	Gray	0.7	Negative		0.02
42	1320	Rear main storage	C	Door frame	Metal	Intact	White	0.7	Negative		0.01
43	1320	Rear main storage	A	Wall	Drywall	Intact	White	0.7	Negative		0
44	1320	Rear main storage	B	Wall	Drywall	Intact	White	0.7	Negative		0
45	1320	Rear main storage	C	Wall	Drywall	Intact	White	0.7	Negative		0
46	1320	Rear main storage	D	Wall	Drywall	Intact	White	0.7	Negative		0

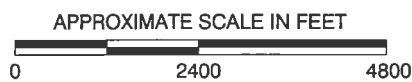
**Table 2 - LCS Survey XRF Readings**

Reading No	Site	Room	Side	Component	Substrate	Condition	Color	Action Level (mg/cm2)	Results	Approximate Quantity	Lead Reading (mg/cm2)
47	1320	Librarian office	A	Door	Wood	Intact	Varnish	0.7	Negative		0
48	1320	Librarian office	A	Door frame	Metal	Intact	Brown	0.7	Negative		0
49	1320	Librarian office	A	Wall	Brick	Intact	White	0.7	Negative		0
50	1320	Librarian office	B	Wall	Brick	Intact	White	0.7	Negative		0
51	1320	Librarian office	C	Wall	Brick	Intact	White	0.7	Negative		0
52	1320	Librarian office	D	Cabinet	Wood	Intact	Varnish	0.7	Negative		0
53	1320	Staff restroom	A	Door	Wood	Intact	Varnish	0.7	Negative		0
54	1320	Staff restroom	A	Door frame	Metal	Intact	Brown	0.7	Negative		0
55	1320	Staff restroom	A	Wall	Ceramic tile	Intact	Blue/white	0.7	Positive	100 SF	5
56	1320	Staff restroom	A	Wall	Drywall	Intact	White	0.7	Negative		0
57	1320	Staff restroom	0	Floor	Ceramic tile	Intact	Blue	0.7	Negative		0
58	1320	Break room	A	Door	Wood	Intact	Varnish	0.7	Negative		0
59	1320	Break room	A	Door frame	Metal	Intact	Brown	0.7	Negative		0
60	1320	Break room	A	Wall	Drywall	Intact	White	0.7	Negative		0
61	1320	Break room	B	Wall	Drywall	Intact	White	0.7	Negative		0
62	1320	Break room	C	Wall	Drywall	Intact	White	0.7	Negative		0
63	1320	Break room	D	Wall	Drywall	Intact	White	0.7	Negative		0
64	1320	Break room	C	Door	Metal	Intact	White	0.7	Negative		0.1
65	1320	Break room	C	Door frame	Metal	Intact	White	0.7	Negative		0.01
66	1320	Custodian closet	A	Door	Wood	Intact	White	0.7	Negative		0
67	1320	Custodian closet	A	Door frame	Metal	Intact	White	0.7	Negative		0
68	1320	Custodian closet	B	Wall	Brick	Intact	White	0.7	Negative		0
69	1320	Custodian closet	C	Wall	Brick	Intact	White	0.7	Negative		0
70	1320	Custodian closet	D	Wall	Brick	Intact	White	0.7	Negative		0
71	1320	Exterior	A	Wall	Brick	Intact	Red	0.7	Negative		0
72	1320	Exterior	B	Wall	Brick	Intact	Red	0.7	Negative		0
73	1320	Exterior	C	Wall	Brick	Intact	Red	0.7	Negative		0
74	1320	Exterior	D	Wall	Brick	Intact	Red	0.7	Negative		0
75	1320	Exterior	A	Wall	Concrete	Intact	White	0.7	Negative		0
76	1320	Exterior	B	Wall	Concrete	Intact	White	0.7	Negative		0
77	1320	Exterior	C	Wall	Concrete	Intact	White	0.7	Negative		0
78	1320	Exterior	D	Wall	Concrete	Intact	White	0.7	Negative		0
79	1320	Exterior	C	Handrail	Metal	Intact	White	0.7	Negative		0.01
80	1320	Exterior	B	Door	Metal	Intact	White	0.7	Negative		0
81	1320	Exterior	B	Door frame	Metal	Intact	White	0.7	Negative		0
82	1320	Exterior	C	Window sill	Metal	Intact	White	0.7	Negative		0.01
83	1320	Exterior	C	Overhang	Metal	Intact	White	0.7	Negative		0
84	1320	Exterior	D	Window sill	Metal	Intact	White	0.7	Negative		0
85	1320	Exterior	A	Window sill	Metal	Intact	White	0.7	Negative		0
88	1320	Interior		Standard Calibration Check 1.04 +/- 0.06mg/cm2				1	Positive		1.1
89	1320	Interior		Standard Calibration Check 1.04 +/- 0.06mg/cm2				1	Positive		1.2
90	1320	Interior		Standard Calibration Check 1.04 +/- 0.06mg/cm2				1	Positive		1.1

207247\_A1.DWG.....-G.K.



REFERENCE: 2007 THOMAS GUIDE FOR LOS ANGELES/ORANGE COUNTIES, STREET GUIDE AND DIRECTORY



NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.  
Map © Rand McNally, RL07-S-129



**Ninyo & Moore**

## SITE LOCATION MAP

FIGURE

PROJECT NO.	DATE
207247039	9/10

1320 HIGHLAND AVENUE  
MANHATTAN BEACH, CALIFORNIA

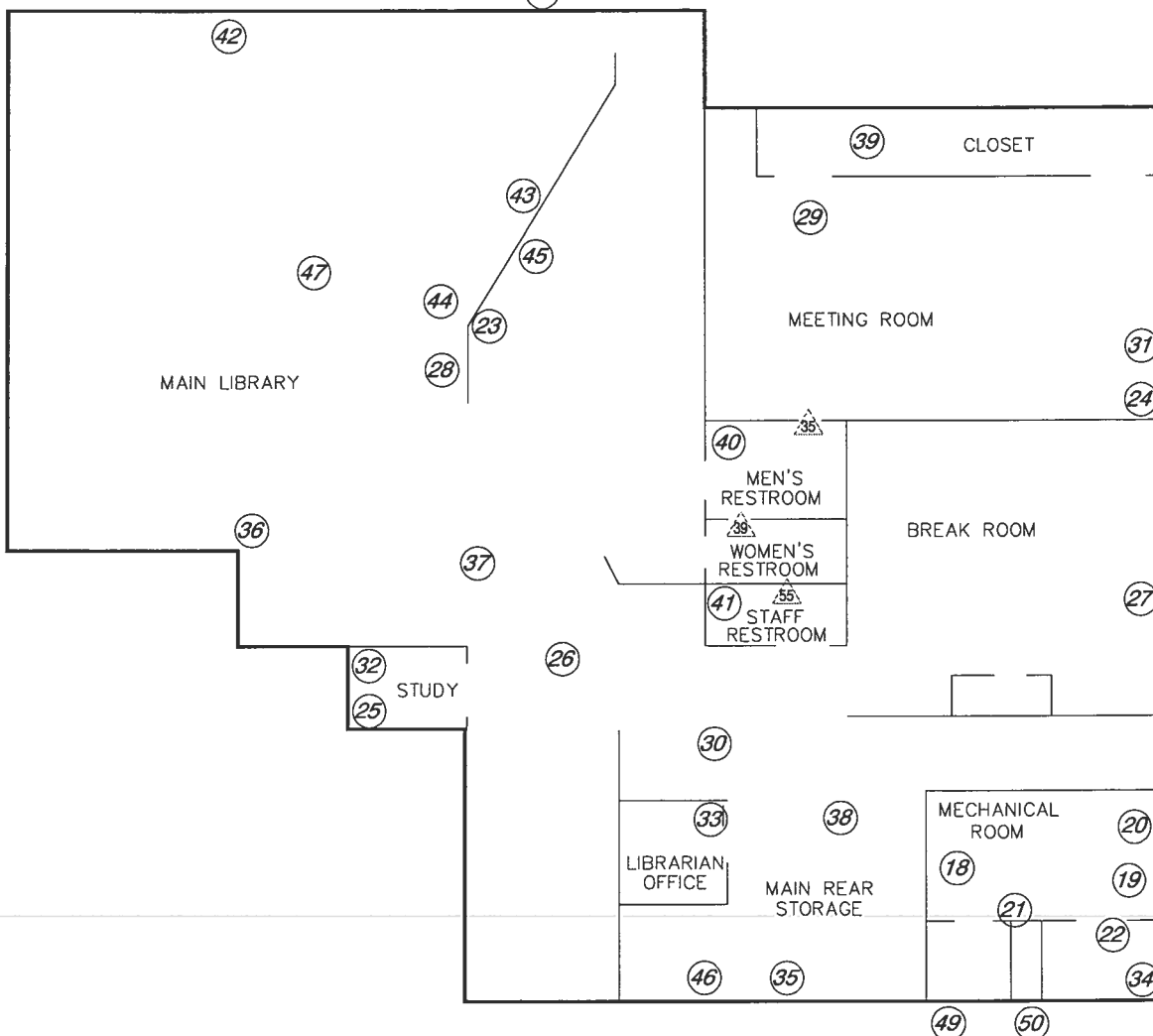
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A

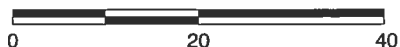
D

B

C



APPROXIMATE SCALE IN FEET



NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

**LEGEND**

- ① BULK SAMPLE LOCATION
- △ IDENTIFIED LEAD CONTAINING MATERIAL
- A XRF SAMPLE DIRECTION

**Ninyo & Moore**

**SAMPLE LOCATION MAP - MAIN FLOOR**

FIGURE

PROJECT NO.

DATE

207247039

9/10

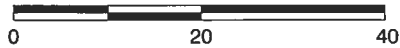
1320 HIGHLAND AVENUE  
MANHATTAN BEACH, CALIFORNIA

**2**

207247\_A3.DWG.....-G.K.



APPROXIMATE SCALE IN FEET



NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

**LEGEND**

① BULK SAMPLE LOCATION

**Ninyo & Moore**

**SAMPLE LOCATION MAP - ROOF**

FIGURE

PROJECT NO.

DATE

1320 HIGHLAND AVENUE  
MANHATTAN BEACH, CALIFORNIA

207247039

9/10

**3**

1320 Highland Avenue  
Manhattan Beach, California

September 14, 2010  
Project No. 207247039

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## **APPENDIX A**

### **ASBESTOS ANALYTICAL RESULTS AND CHAIN-OF-CUSTODY RECORDS**

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**LA Testing**

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**Suite #200**  
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Customer ID: 32ninm50  
Customer PO:  
Received: 08/10/10 10:25 AM  
LA Testing Order: 321010643

Fax: (949) 753-7071 Phone: (949) 753-7070  
Project: **207247039 / Manhattan Beach Public Library 1320**  
**Highland Avenue Manhattan Beach, California**

LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
1 321010643-0001	Felt 1	Black Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
1-A 321010643-0001A	Felt 2	Black Fibrous Heterogeneous	10% Glass	90% Non-fibrous (other)	None Detected
1-B 321010643-0001B	Insulation	Brown Fibrous Homogeneous	98% Cellulose	2% Non-fibrous (other)	None Detected
2 321010643-0002	Felt 1	Black Fibrous Heterogeneous	10% Glass	90% Non-fibrous (other)	None Detected
2-A 321010643-0002A	Felt 2	Black Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
2-B 321010643-0002B	Insulation	Brown Fibrous Homogeneous	98% Cellulose	2% Non-fibrous (other)	None Detected
2-C 321010643-0002C	Tar	Black Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

Analyst(s)

Kieu-anh Pham Duong (56)  
Roger Casillas (28)

  
or other approved signatory

Due to magnification limitations inherent in PLM, asbestos fibers in dimensions below the resolution capability of PLM may not be detected. Samples reported as <1% or none detected may require additional testing by TEM to confirm asbestos quantities. The above test report relates only to the items tested and may not be reproduced in any form without the express written approval of LA Testing. LA Testing's liability is limited to the cost of analysis. LA Testing bears no responsibility for sample collection activities or analytical method limitations. Interpretation and use of test results are the responsibility of the client. The test results contained within this report meet the requirements of NELAC unless otherwise noted. Samples received in good condition unless otherwise noted. Samples received in good condition unless otherwise noted.

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Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
3 321010643-0003	Felt 1	Black Non-Fibrous Heterogeneous	20% Cellulose 20% Synthetic	60% Non-fibrous (other)	None Detected
3-A 321010643-0003A	Felt 2	Black Non-Fibrous Heterogeneous	20% Cellulose 15% Glass	65% Non-fibrous (other)	None Detected
3-B 321010643-0003B	Insulation	Brown Fibrous Heterogeneous	95% Cellulose	5% Non-fibrous (other)	None Detected
4 321010643-0004	Shingle 1	White/Black Fibrous Heterogeneous	10% Glass	90% Non-fibrous (other)	None Detected
4-A 321010643-0004A	Shingle 2	Black/Beige Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
4-B 321010643-0004B	Felt 1	Black Fibrous Heterogeneous	10% Glass	90% Non-fibrous (other)	None Detected
4-C 321010643-0004C	Felt 2	Black Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

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LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
5 321010643-0005	Shingle 1	White/Black Fibrous Heterogeneous	10% Glass	90% Non-fibrous (other)	None Detected
5-A 321010643-0005A	Shingle 2	Gray/Black Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
5-B 321010643-0005B	Felt	Black Fibrous Heterogeneous	10% Glass	90% Non-fibrous (other)	None Detected
6 321010643-0006	Shingle 1	White/Black Non-Fibrous Heterogeneous	20% Glass	80% Non-fibrous (other)	None Detected
6-A 321010643-0006A	Shingle 2	White/Black Non-Fibrous Heterogeneous	15% Cellulose 15% Synthetic	70% Non-fibrous (other)	None Detected
6-B 321010643-0006B	Felt 1	Black Non-Fibrous Heterogeneous	20% Glass	80% Non-fibrous (other)	None Detected
6-C 321010643-0006C	Felt 2	Black Non-Fibrous Heterogeneous	20% Cellulose 20% Synthetic	60% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

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Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
7 321010643-0007	Penetration Mastic	Black Non-Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (other)	None Detected
8 321010643-0008	Penetration Mastic	White/Black Non-Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (other)	None Detected
9 321010643-0009	Penetration Mastic	Black Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
10 321010643-0010	Plaster Wall	Gray Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
11 321010643-0011	Plaster Wall	Gray Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
12 321010643-0012	Plaster Wall	Gray Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
13 321010643-0013	Plaster Wall	Gray Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile

Initial report from 08/13/2010 10:15:42

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Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
14 321010643-0014	Plaster Wall	Gray Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
15 321010643-0015	2" Duct Wrap Tape - Brown	Beige Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
16 321010643-0016	2" Duct Wrap Tape - Brown	Beige Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
17 321010643-0017	2" Duct Wrap Tape - Brown	Brown/Beige Non-Fibrous Heterogeneous	40% Cellulose	60% Non-fibrous (other)	None Detected
18 321010643-0018	2" White Duct Wrap Tape	White Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
19 321010643-0019	2" White Duct Wrap Tape	White Fibrous Heterogeneous	20% Cellulose	80% Non-fibrous (other)	None Detected
20 321010643-0020	2" White Duct Wrap Tape	White Fibrous Heterogeneous	50% Cellulose	50% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

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Project: **207247039 / Manhattan Beach Public Library 1320**  
**Highland Avenue Manhattan Beach, California**

LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
21 321010643-0021	Drywall	Brown/Beige Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (other)	None Detected
21-A 321010643-0021A	Joint Compound	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
22 321010643-0022	Drywall	White Fibrous Heterogeneous	3% Cellulose	97% Non-fibrous (other)	None Detected
22-A 321010643-0022A	Joint Compound	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
23 321010643-0023	Drywall	White Non-Fibrous Homogeneous	2% Cellulose	98% Non-fibrous (other)	None Detected
23-A 321010643-0023A	Joint Compound	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
24 321010643-0024	Drywall	Brown/Pink Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

Analyst(s)

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Received: 08/10/10 10:25 AM  
LA Testing Order: 321010643

Fax: (949) 753-7071 Phone: (949) 753-7070  
Project: **207247039 / Manhattan Beach Public Library 1320**  
**Highland Avenue Manhattan Beach, California**

LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
24-A 321010643-0024A	Joint Compound	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
25 321010643-0025	Drywall	Brown/Pink Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (other)	None Detected
25-A 321010643-0025A	Joint Compound	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
26 321010643-0026	Drywall	Brown/Pink Non-Fibrous Heterogeneous	10% Cellulose 5% Glass	85% Non-fibrous (other)	None Detected
26-A 321010643-0026A	Joint Compound	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile
27 321010643-0027	Drywall	Brown/Pink Non-Fibrous Heterogeneous	10% Cellulose 5% Glass	85% Non-fibrous (other)	None Detected
27-A 321010643-0027A	Joint Compound	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile

Initial report from 08/13/2010 10:15:42

Analyst(s)

Kieu-anh Pham Duong (56)  
Roger Casillas (28)

  
or other approved signatory

Due to magnification limitations inherent in PLM, asbestos fibers in dimensions below the resolution capability of PLM may not be detected. Samples reported as <1% or none detected may require additional testing by TEM to confirm asbestos quantities. The above test report relates only to the items tested and may not be reproduced in any form without the express written approval of LA Testing. LA Testing's liability is limited to the cost of analysis. LA Testing bears no responsibility for sample collection activities or analytical method limitations. Interpretation and use of test results are the responsibility of the client. The test results contained within this report meet the requirements of NELAC unless otherwise noted. Samples received in good condition unless otherwise noted. Samples received in good condition unless otherwise noted.

Samples analyzed by LA Testing 520 Mission Street, South Pasadena CA NVLAP Lab Code 200232-0, CA ELAP 2283



## LA Testing

520 Mission Street, South Pasadena, CA 91030

Phone: (323) 254-9960 Fax: (323) 254-9982 Email: [pasadenalab@latesting.com](mailto:pasadenalab@latesting.com)

Attn: **Mike Cushner**  
**Ninyo & Moore**  
**475 Goddard**  
**Suite #200**  
**Irvine, CA 92618**

Customer ID: 32ninm50  
Customer PO:  
Received: 08/10/10 10:25 AM  
LA Testing Order: 321010643

Fax: (949) 753-7071 Phone: (949) 753-7070  
Project: **207247039 / Manhattan Beach Public Library 1320**  
**Highland Avenue Manhattan Beach, California**

LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
28 321010643-0028	2' x 2' Ceiling Tiles	White/Beige Fibrous Heterogeneous	40% Cellulose 50% Glass	10% Non-fibrous (other)	None Detected
29 321010643-0029	2' x 2' Ceiling Tiles	White/Beige Fibrous Heterogeneous	40% Cellulose 50% Glass	10% Non-fibrous (other)	None Detected
30 321010643-0030	2' x 2' Ceiling Tiles	Gray/White Fibrous Heterogeneous	40% Cellulose 20% Glass	30% Non-fibrous (other) 10% Perlite	None Detected
31 321010643-0031	4" Brown Cove Base	Brown Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
31-A 321010643-0031A	Mastic	Cream Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
32 321010643-0032	4" Brown Cove Base	Brown Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
32-A 321010643-0032A	Mastic	Cream Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

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Customer PO:  
Received: 08/10/10 10:25 AM  
LA Testing Order: 321010643

Fax: (949) 753-7071 Phone: (949) 753-7070  
Project: **207247039 / Manhattan Beach Public Library 1320**  
**Highland Avenue Manhattan Beach, California**

LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
33 321010643-0033	4" Brown Cove Base	Brown Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
33-A 321010643-0033A	Mastic	Yellow Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
34 321010643-0034	Fire Proofing	Beige/Gold Fibrous Heterogeneous	20% Cellulose 10% Glass	60% Non-fibrous (other) 10% Mica	None Detected
35 321010643-0035	Fire Proofing	Beige/Gold Fibrous Heterogeneous	20% Cellulose 10% Glass	60% Non-fibrous (other) 10% Mica	None Detected
36 321010643-0036	Fire Proofing	Beige/Gold Fibrous Heterogeneous	20% Cellulose 10% Glass	60% Non-fibrous (other) 10% Mica	None Detected
37 321010643-0037	Fire Proofing	Beige Fibrous Heterogeneous	20% Cellulose 20% Glass	40% Non-fibrous (other) 20% Mica	None Detected
38 321010643-0038	Fire Proofing	Beige Fibrous Heterogeneous	20% Cellulose 20% Glass	40% Non-fibrous (other) 20% Mica	None Detected

Initial report from 08/13/2010 10:15:42

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LA Testing Proj:  
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### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	Non-Asbestos		Asbestos
			% Fibrous	% Non-Fibrous	% Type
39 321010643-0039	1' x 1' Ceiling Tile	White/Beige Fibrous Heterogeneous	40% Cellulose 50% Glass	10% Non-fibrous (other)	None Detected
40 321010643-0040	1' x 1' Ceiling Tile	White/Beige Fibrous Heterogeneous	40% Cellulose 50% Glass	10% Non-fibrous (other)	None Detected
41 321010643-0041	1' x 1' Ceiling Tile	Gray/White Fibrous Heterogeneous	40% Cellulose 20% Glass	30% Non-fibrous (other) 10% Perlite	None Detected
42 321010643-0042	Lt. Brown carpet	Brown Fibrous Heterogeneous	90% Synthetic	10% Non-fibrous (other)	None Detected
42-A 321010643-0042A	Padding/mastic	Gray/Clear Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
43 321010643-0043	Lt. Brown carpet	Brown Fibrous Heterogeneous	90% Synthetic	10% Non-fibrous (other)	None Detected
43-A 321010643-0043A	Padding/mastic	Gray/Clear Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

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**Highland Avenue Manhattan Beach, California**

LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
44 321010643-0044	Lt. Brown carpet	Brown Fibrous Heterogeneous	95% Synthetic	5% Non-fibrous (other)	None Detected
44-A 321010643-0044A	Padding/mastic	Gray/Clear Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
45 321010643-0045	12" x 12" Brown Floor tile	Brown Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
45-A 321010643-0045A	Mastic	Yellow Non-Fibrous Homogeneous	3% Cellulose	97% Non-fibrous (other)	None Detected
46 321010643-0046	12" x 12" Brown Floor tile	Brown Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
46-A 321010643-0046A	Mastic	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (other)	None Detected
47 321010643-0047	12" x 12" Brown Floor tile	Brown Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected

Initial report from 08/13/2010 10:15:42

Analyst(s)

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LA Testing Proj:  
Analysis Date: 8/13/2010

### Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

Sample	Description	Appearance	<u>Non-Asbestos</u>		<u>Asbestos</u>
			% Fibrous	% Non-Fibrous	% Type
47-A 321010643-0047A	Mastic	Clear Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
48 321010643-0048	Stucco finish coat	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
48-A 321010643-0048A	Stucco base coat	Gray Non-Fibrous Homogeneous		100% Non-fibrous (other)	<1% Chrysotile
49 321010643-0049	Stucco finish coat	Beige Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
49-A 321010643-0049A	Stucco base coat	Gray Non-Fibrous Homogeneous		100% Non-fibrous (other)	<1% Chrysotile
50 321010643-0050	Stucco finish coat	White Non-Fibrous Heterogeneous		100% Non-fibrous (other)	None Detected
50-A 321010643-0050A	Stucco base coat	Gray Non-Fibrous Heterogeneous		100% Non-fibrous (other)	<1% Chrysotile

Initial report from 08/13/2010 10:15:42

Analyst(s)

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Samples analyzed by LA Testing 520 Mission Street, South Pasadena CA NVLAP Lab Code 200232-0, CA ELAP 2283



# Asbestos Testing Chain of Custody

## LA Testing Order Number (Lab Use Only):

321010643

South Pasadena, CA - Los Angeles County  
520 Mission Street  
South Pasadena, CA 91030  
PHONE: 1-800-303-0047  
FAX: 323-254-9982

Company: Ninyo and Moore		LA Testing-Bill to: <input checked="" type="checkbox"/> Same <input type="checkbox"/> Different If Bill to is Different note instructions in Comments** Third Party Billing requires written authorization from third party	
Street: 475 Goddard			
City/State/Zip: Irvine, CA 92618			
Report To (Name): Mike Cushner		Fax: 949-753-7071	
Telephone: 949-753-7070		Email Address: mcushner@ninyoandmoore.com	
Project Name/Number: 207247039			
Please Provide Results: Email		Purchase Order:	
		State Samples Taken: CA	
Turnaround Time (TAT) Options* - Please Check			
<input type="checkbox"/> 3 Hour <input type="checkbox"/> 6 Hour <input type="checkbox"/> 24 Hour <input type="checkbox"/> 48 Hour <input checked="" type="checkbox"/> 72 Hour <input type="checkbox"/> 96 Hour <input type="checkbox"/> 1 Week <input type="checkbox"/> 2 Week			
*For TEM Air 3 hours/6 hours, please call ahead to schedule. There is a premium charge for 3 Hour TEM AHERA or EPA Level II TAT. You will be asked to sign an authorization form for this service. Analysis completed in accordance with EMSL's Terms and Conditions located in the Analytical Price Guide.			
<b>PCM - Air</b> <input type="checkbox"/> NIOSH 7400 <input type="checkbox"/> w/ OSHA 8hr. TWA <b>PLM - Bulk (reporting limit)</b> <input checked="" type="checkbox"/> PLM EPA 600/R-93/116 (<1%) <input type="checkbox"/> PLM EPA NOB (<1%) Point Count <input type="checkbox"/> 400 (<0.25%) <input type="checkbox"/> 1000 (<0.1%) Point Count w/Gravimetric <input type="checkbox"/> 400 (<0.25%) <input type="checkbox"/> 1000 (<0.1%) <input type="checkbox"/> NYS 198.1 (friable in NY) <input type="checkbox"/> NYS 198.6 NOB (non-friable-NY) <input type="checkbox"/> NIOSH 9002 (<1%)		<b>TEM - Air</b> <input type="checkbox"/> 4-4.5hr TAT (AHERA only) <input type="checkbox"/> AHERA 40 CFR, Part 763 <input type="checkbox"/> NIOSH 7402 <input type="checkbox"/> EPA Level II <input type="checkbox"/> ISO 10312 <b>TEM - Bulk</b> <input type="checkbox"/> TEM EPA NOB <input type="checkbox"/> NYS NOB 198.4 (non-friable-NY) <input type="checkbox"/> Chatfield SOP <input type="checkbox"/> TEM Mass Analysis-EPA 600 sec. 2.5 <b>TEM - Water:</b> EPA 100.2 Fibers >10µm <input type="checkbox"/> Waste <input type="checkbox"/> Drinking All Fiber Sizes <input type="checkbox"/> Waste <input type="checkbox"/> Drinking	
		<b>TEM - Dust</b> <input type="checkbox"/> Microvac - ASTM D 5755 <input type="checkbox"/> Wipe - ASTM D6480 <input type="checkbox"/> Carpet Sonication (EPA 600/J-93/167) <b>Soil/Rock/Vermiculite</b> <input type="checkbox"/> PLM CARB 435 - A (0.25% sensitivity) <input type="checkbox"/> PLM CARB 435 - B (0.1% sensitivity) <input type="checkbox"/> TEM CARB 435 - B (0.1% sensitivity) <input type="checkbox"/> TEM CARB 435 - C (0.01% sensitivity) <input type="checkbox"/> EPA Protocol (Semi-Quantitative) <input type="checkbox"/> EPA Protocol (Quantitative) <b>Other:</b>	
<input type="checkbox"/> Check For Positive Stop - Clearly Identify Homogenous Group			
Samplers Name: Michael Cushner		Samplers Signature: <i>Michael Cushner</i>	
Sample #	Sample Description	Volume/Area (Air) HA # (Bulk)	Date/Time Sampled
	See attached COC		
Client Sample # (s):		Total # of Samples:	
Relinquished (Client): <i>Mike Cushner</i>		Date: 8-9-10	Time:
Received (Lab): <i>Michael Cushner</i>		Date: 8/10/10	Time: 11:25 AM
Comments/Special Instructions: Normal Turnaround 72 hours: Analyze all samples: Please put on Lab data the following: → Manhattan Beach Public Library. 1320 Highland Avenue Manhattan Beach, California			

## ASBESTOS BULK SAMPLE DATA SHEET

321010643

Sheet 1 of 5

<b>Ninyo &amp; Moore</b> 475 Goddard, Suite 200 Irvine, CA 92618 Tel: (949) 753-7070 Fax: (949) 753-7071	<b>Project Name:</b> <i>Manhattan Beach Public Library</i> <b>Project No.:</b> <i>207247039</i> <b>Project Manager:</b> <i>Dana Williams</i>	<b>Date Sampled:</b> <b>Sampled By:</b> <b>Sampled By:</b> <i>Mike Cushman</i> <b>Date Sampled:</b> <i>8-9-10</i>	<b>Laboratory:</b> LA Testing-520 Mission Street South Pasadena, CA 91030 Tel: (800) 303-0047 Fax:
--	--	--	--

## CHAIN OF CUSTODY INFORMATION:

Relinquished By: (sign/print)		Company	Date	Time (24 hr.)	Received By: (sign/print)		Laboratory	
<i>Mike Cushman</i>		Ninyo & Moore	8-9-10	4:30 PM				

LabID	Sample ID	Building Number	Sample Location	Sample Description	Quantity (SF/LF/EA)	Friable (Y/N)	Condition
	1	1320	Roof - center	Roof core (2 later)	19000 SF	N	Good
	2		Roof - north	↓	↓	↓	↓
	3		Roof - east	↓	↓	↓	↓
	4		vent - island - (ctr)	Base Flashing	450 SF	N	Good
	5		Parapet wall - (W)	↓	↓	↓	↓
	6		Parapet wall - (S)	↓	↓	↓	↓
	7		vent pipe (SE)	Penetration Mastic	20 SF	N	Good
	8		vent island (ctr)	↓	↓	↓	↓
	9		vent pipe (ctr-N)	↓	↓	↓	↓
	10		Roof - Upper Parapet Wall (SE)	Plaster Wall	1400 SF	N	Good
	11		↓ (N)	↓	↓	↓	↓
	12		↓ (W)	↓	↓	↓	↓

*Board by Khan 8/10/10 10:25am*

# ASBESTOS BULK SAMPLE DATA SHEET

321010643

Sheet 2 of 5

<b>Ninyo &amp; Moore</b> 475 Goddard, Suite 200 Irvine, CA 92618 Tel: (949) 753-7070 Fax: (949) 753-7071	<b>Project Name:</b> Manhattan Beach Public Library <b>Project No.:</b> <b>Project Manager:</b> Dana Williams	<b>Date Sampled:</b> 8-9-10 <b>Sampled By:</b> <b>Sampled By:</b> Mike Cushner <b>Date Sampled:</b>	<b>Laboratory:</b> LA Testing-520 Mission Street South Pasadena, CA 91030 Tel: (800) 303-0047 Fax:
--	---	--	--

## CHAIN OF CUSTODY INFORMATION:

Relinquished By: (sign/print)	Company	Date	Time (24 hr.)	Received By: (sign/print)	Laboratory
<i>Mike Cushner</i>	Ninyo & Moore	8-9-10	4:30 PM	/	
/				/	

LabID	Sample ID	Building Number	Sample Location	Sample Description	Quantity (SF/LF/EA)	Friable (Y/N)	Condition
	13	1320	Roof - upper parapet wall (SW)	Plaster wall	1400 SF	N	Good
	14		↓ (SW)	↓	↓	↓	↓
	15		Air Handler #1 - Roof	2" Duct Wrap Tape - brown	10 LF	N	Fair/poor
	16		↓	↓	↓	↓	↓
	17		Air Handler #2 Roof	↓	↓	↓	↓
	18		Mechanical Room - HVAC equipment	2" White Duct wrap tape	100 LF	N	Good
	19		↓	↓	↓	↓	↓
	20		↓	↓	↓	↓	↓
	21		Mechanical Room - Entry	Drywall w/ joint compound	10,500 SF	N	Good
	22		Mechanical Room - AT roof Hatch	↓	↓	↓	↓
	23		Entrance Lobby (SF)	↓	↓	↓	↓
	24		Meeting Room (SF)	↓	↓	↓	↓

*Book by K. Lee 8/10/10 10:28 AM (to)*



321010643

Sheet 3 of 5

321010643

## ASBESTOS BULK SAMPLE DATA SHEET

<b>Ninyo &amp; Moore</b> 475 Goddard, Suite 200 Irvine, CA 92618 Tel: (949) 753-7070 Fax: (949) 753-7071	<b>Project Name:</b> <i>Manhattan Beach Public Library</i> <b>Project No.:</b> <b>Project Manager:</b> Dana Williams	<b>Date Sampled:</b> <i>8-9-10</i> <b>Sampled By:</b> <b>Sampled By:</b> <i>Mike Cushman</i> <b>Date Sampled:</b>	<b>Laboratory:</b> LA Testing-520 Mission Street South Pasadena, CA 91030 Tel: (800) 303-0047 Fax:
--	--	--	--

## CHAIN OF CUSTODY INFORMATION:

Relinquished By: (sign/print)		Company	Date	Time (24 hr.)	Received By: (sign/print)		Laboratory	
<i>Mike Cushman</i>		Ninyo & Moore	8-9-10	4:30 PM				

LabID	Sample ID	Building Number	Sample Location	Sample Description	Quantity (SF/LF/EA)	Friable (Y/N)	Condition
	25	1320	Quiet Study Room (S)	Drywall w/ joint compound	10,500 SF	N	Good
	26		Library - Public Desk - entry	↓	↓	↓	↓
	27		Break Room (E)	↓	↓	↓	↓
	28		Main Library Area (WE)	21x21 ceiling tiles	2500 SF	F	Good
	29		Meeting Room - (SW)	↓	↓	↓	↓
	30		Main Rear Stage (SW)	↓	↓	↓	↓
	31		Meeting Room (SE)	4" Brown caulk w/ <del>stitch</del>	300 LF	N	Good
	32		Quiet Study Room (S)	↓	↓	↓	↓
	33		Librarian office (WE)	↓	↓	↓	↓
	34		Mechanical Room - roof hatch	Fire proofing	3000 SF	F	Good
	35		↓ - main area	↓	↓	↓	↓
	36	↓	Main Library - South	↓	↓	↓	↓

*Bobby Blair (to) 8/10/10 10:25 AM*

# ASBESTOS BULK SAMPLE DATA SHEET

321010643

Sheet 4 of 5

321010643

<b>Ninyo &amp; Moore</b> 475 Goddard, Suite 200 Irvine, CA 92618 Tel: (949) 753-7070 Fax: (949) 753-7071	<b>Project Name:</b> <i>Manhattan Beach Public Library</i> <b>Project No.:</b> <b>Project Manager:</b> Dana Williams	<b>Date Sampled:</b> <i>8-9-10</i> <b>Sampled By:</b> <b>Sampled By:</b> <i>Mike Cushman</i> <b>Date Sampled:</b> <i>8-9-10</i>	<b>Laboratory:</b> LA Testing-520 Mission Street South Pasadena, CA 91030 Tel: (800) 303-0047 Fax:
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## CHAIN OF CUSTODY INFORMATION:

Relinquished By: (sign/print)		Company	Date	Time (24 hr.)	Received By: (sign/print)		Laboratory	
<i>Mike Cushman</i>		Ninyo & Moore	8-9-10	4:30 PM				
LabID	Sample ID	Building Number	Sample Location		Sample Description	Quantity (SF/LF/EA)	Friable (Y/N)	Condition
	37	1320	Main Library (SE)		Fireproofing	3100 SF	F	Good
	38		Main Storage (CTR)		↓	↓	↓	↓
	39		Meeting Room - closet		1'x1' ceiling tile	800 SF	F	Good
	40		Men's Restroom		↓	↓	↓	↓
	41		Staff Restroom		↓	↓	↓	↓
	42		Main Library (NW)		Lt. Brown carpet + 2nd layer	850 SF	N	Good
	43		↓ (WE)		↓	↓	↓	↓
	44		↓ (E)		↓	↓	↓	↓
	45		Library entry lobby (W)		12" x 12" Brown floor tile mastic	2500 SF	N	Good
	46		Main Rear Storage (S)		↓	↓	↓	↓
	47		Library - (CTR)		↓	↓	↓	↓
	48	↓	Exterior wall - N		Stucco	250 SF	N	Good

*Rec'd by [Signature] (FO)  
8/10/10 10:25 AM*





1320 Highland Avenue  
Manhattan Beach, California

September 14, 2010  
Project No. 207247039

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**APPENDIX B**

**XRF TESTING METHODOLOGY**

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## **XRF TESTING METHODOLOGY**

To assess the painted surfaces for future contractor worker safety, XRF testing technologies were utilized. The testing was conducted in general accordance with the following regulations: 1) Title 17, California Code of Regulations, Division 1, Chapter 8, Accreditation Certification, and Work Practice in Lead Related Construction, Section 36000.

After a visual assessment, accessible painted surfaces were screened for lead content with an XRF spectrum analyzer. XRF readings were taken using the standard paint mode. Standard paint mode measurements have no predetermined testing length and automatically adjust to account for various types of substrates and material's densities.

In the standard paint mode, the XRF tests until a K-shell result is indicated as either positive or negative, compared to the threshold level based on the current precision of the test. Correction for paint matrix and substrate effects is performed automatically.

XRF readings were made on testing combinations in all room equivalents in an effort to test typical materials which are representative of the room equivalent. Testing combinations were tested non-destructively by holding the XRF against the surface being tested. At each XRF sample location, the shutter is opened and one reading was made using the standard paint testing mode.

To ensure that the XRF equipment was working properly, various quality control tests were performed before, during, and after the on-site work. At the beginning of the work day, three start up validation measurements were made in the standard paint calibration mode using the calibration check standard associated with the particular XRF that was used. This painted standard contains a known quantity of lead and allows the XRF operator to determine whether the instrument is functioning within acceptable tolerance ranges for accuracy and precision, as determined by the manufacturer.

1320 Highland Avenue  
Manhattan Beach, California

September 14, 2010  
Project No. 207247039

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## **APPENDIX C**

### **CALIFORNIA DEPARTMENT OF PUBLIC HEALTH FORMS 8552**

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**LEAD HAZARD EVALUATION REPORT****Section 1 — Date of Lead Hazard Evaluation** August 9, 2010**Section 2 — Type of Lead Hazard Evaluation (Check one box only)**☒ Lead Inspection ☐ Risk assessment ☐ Clearance Inspection ☐ Other (specify) \_\_\_\_\_**Section 3 — Structure Where Lead Hazard Evaluation Was Conducted**

Address [number, street, apartment (if applicable)]		City	County	Zip Code
1320 Highland Avenue		Manhattan Beach	Los Angeles	90266
Construction date (year) of structure	Type of structure		Children living in structure?	
1975	<input type="checkbox"/> Multi-unit building <input type="checkbox"/> School or daycare <input type="checkbox"/> Single family dwelling <input checked="" type="checkbox"/> Other Library		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	

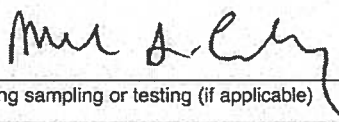
**Section 4 — Owner of Structure (if business/agency, list contact person)**

Name		Telephone number	
Unknown			
Address [number, street, apartment (if applicable)]		City	State

**Section 5 — Results of Lead Hazard Evaluation (check all that apply)**

☐ No lead-based paint detected ☒ Intact lead-based paint detected ☐ Deteriorated lead-based paint detected  
☐ No lead hazards detected ☐ Lead-contaminated dust found ☐ Lead-contaminated soil found ☐ Other \_\_\_\_\_

**Section 6 — Individual Conducting Lead Hazard Evaluation**

Name		Telephone number	
Michael S. Cushner		949-753-7070	
Address [number, street, apartment (if applicable)]		City	State
475 Goddard		Irvine	CA
CDPH certification number		Signature	Date
16953			August 17, 2010
Name and CDPH certification number of any other individuals conducting sampling or testing (if applicable)			

**Section 7 — Attachments**

- A. A foundation diagram or sketch of the structure indicating the specific locations of each lead hazard or presence of lead-based paint;  
B. Each testing method, device, and sampling procedure used;  
C. All data collected, including quality control data, laboratory results, including laboratory name, address, and phone number.

First copy and attachments retained by inspector  
Second copy and attachments retained by owner

Third copy only (no attachments) mailed or faxed to:

California Department of Public Health  
Childhood Lead Poisoning Prevention Branch Reports  
850 Marina Bay Parkway, Building P, Third Floor  
Richmond, CA 94804-6403  
Fax: (510) 620-5656

**Appendix F    Traffic Analysis Technical Memorandum for  
the Refined Manhattan Beach Library Project**



January 25, 2012

Jason I. Kim  
Capital Projects Manager  
County of Los Angeles  
Department of Public Works  
900 South Fremont Avenue  
Alhambra, CA

Subject: Traffic Analysis Technical Memorandum for the Refined Manhattan Beach  
Library Project

Dear Mr. Kim:

The following technical memorandum presents an updated evaluation of potential traffic and transportation impacts as part of the replacement of the existing single-story, 12,188-square-foot (sf) Manhattan Beach Library with a new two-story, 21,500 sf Library (a net increase of 9,382 sf). The site is located at 1320 Highland Avenue and includes portions of the adjoining Civic Center site to the north and east at 1400 Highland Avenue.

#### Previous Analysis and Completed Improvements

As part of the Civic Center/Metlox Development Project EIR (certified EIR), the previous traffic study for the Library expansion analyzed the effects of an expansion that increased the Library square footage to 30,018 sf (a net increase of 17,900 sf). The certified EIR also indicated that the Library would include a 10,000 sf, 99-seat Cultural Arts Center (a total of approximately 40,000 sf of Library space). The certified EIR identified significant impacts with respect to increases in volume/capacity, based on established City of Manhattan Beach standards. Other than the two identified intersections where significant impacts would remain despite implementation of circulation improvements, no significant traffic impacts were identified on the neighborhood streets surrounding the refined Library site. The streets, sidewalks, bikeways, and public transit have not changed substantially since the publication of the certified EIR, with the exception of the development approved by the certified EIR. All of the certified EIR circulation and traffic improvements identified in the certified EIR and approved as feasible by the Manhattan Beach City Council have been studied or completed, including converting Morningside Drive to one-way north-bound traffic, extending 13<sup>th</sup> Street through from Morningside Drive east to Valley Drive, converting Valley Drive from one-way southbound to two-way north of 13<sup>th</sup> Street, and implementation of valet parking and the Metlox parking permit program. The Farmers Market and Civic Center and Metlox concerts and community events anticipated and included in the certified EIR have been programmed and active for more than 5 years. There are bike racks immediately adjacent to the entrance to the Library, and a Beach Cities Transit bus stop on Highland Avenue next to City Hall, just south of 15<sup>th</sup> Street.

Additionally, the City of Manhattan Beach has implemented other transportation improvements in the surrounding area, including additional bike racks south of the Library and throughout the downtown, a new bike route on Valley Drive from Rosecrans Avenue to 15<sup>th</sup> Street, the

installation of separate drop boxes for books and audio/video in the Civic Center parking lot, and adding short-term loading areas in the Civic Center parking lot.

Since publication of the certified EIR in 2001, a privately owned two-story, 14,273 sf commercial building (retail and office with underground parking) was constructed in 2009. This site previously contained a two-story, 4,694 sf restaurant. The Civic Center/Public Safety Facility was constructed consistent with the project analyzed in the EIR. The Metlox component was analyzed in the EIR as a mix of retail, personal service, office, and restaurant uses, with a forty-room hotel, for a total of 93,000 sf of area. The Metlox component of the project was completed in 2005 with the same mix of uses but only 63,850 sf of area or 31 percent less in project square footage compared to what was analyzed in the EIR. Additionally, the City has constructed a second level of subterranean parking at the project site.

### Refined Library Component

The purpose of the refined Library component of the approved project (refined Library) is to demolish the existing Library and construct a new Library facility, which would be operated by County Library. The refined Library site is owned by the County of Los Angeles. The refined Library would continue the same uses as the approved Library, with the exception that the Cultural Arts Center would no longer be constructed.

The refined Library would consist of demolition of the existing Library structure (12,188 sf) and construction of a two-story, 21,500 sf facility and associated site improvements, including hardscape and landscape improvements (net increase of 9,382 sf of Library space). The footprint of the new Library would be smaller than that of the existing Library, sit closer to (although set back about 10 feet from the sidewalk) Highland Avenue, and free up half the site for open space.

The refined Library would also move the crosswalk on the north side of 14<sup>th</sup> Street to the south side, which would provide more direct access to the Library. A pedestrian ramp would lead directly from the Civic Center surface lot to the Library entrance. Pedestrian circulation to the Library would be enhanced significantly by the refined Library and related improvements as described above.

### Methodology

The certified EIR trip generation analysis utilized the most current Institute of Transportation Engineers (ITE) *Trip Generation Manual* at the time of the study, which was the 6<sup>th</sup> Edition. However, since the certified EIR was finalized in 2001, an updated ITE Trip Generation Manual (8<sup>th</sup> Edition) was published<sup>1</sup>. Therefore an analysis was performed of the refined Library's trip generation with the refined Library component (addition of 9,312 sf of Library space) using the latest edition of ITE's Trip Generation Manual. . It should also be noted that the certified EIR trip

---

<sup>1</sup> Note ITE Trip Generation Manual, 8<sup>th</sup> Edition has minor differences in rates compared to the 6<sup>th</sup> Edition for daily and PM peak hour trips (under Library Code 590). As such, an adjustment was made to the base rate to reflect this change.



generation included trip reduction factors (approximately 65 percent for internal/linked weekday and Saturday daily trips and 82 percent for peak hour trips), These trip-reduction factors include:

- “Walk-in or Internal” trips from the weekly Farmers Market and other existing programmed activities at Metlox and the Civic Center—these are those trips that travel to a specific site or location for multiple purposes. The Farmers Market, and Metlox and Civic Center concerts and events, draw a large number of patrons with small children who would be expected users of the refined Library. These people would already be using the area roadway system, negating any additional impacts.
- The refined Library is expected to draw a significant percentage of increased use from local residents of Manhattan Beach. City residents have a history of using nonmotorized forms of transportation, such as walking and bicycling. This is evidenced by the large number of small children in strollers throughout the Civic Center area. By travelling to and from the Library without the use of motorized vehicles, the impacts to the area roadway system would be minimized.
- Local transit is provided in close proximity to the Library. The convenience of using transit would be expected to result in a significant percentage of Library patrons utilizing this transportation alternative to personal vehicles, further reducing the impacts to local roadways.

The calculations for the updated trip generation rates are provided in Attachment A.

The updated trip generation rates as well as the trip reduction factors (consistent with the certified EIR) resulted in the following trip generation for the 9,382 sf of refined Library space: . . :

- Weekday daily = 184 trips per day
- Weekday PM peak hour = 12 trips per hour
- Saturday daily = 160 trips per day
- Saturday AM peak hour = 12 trips per hour

Although the refined Library would increase the existing Library square footage by 57 percent, the Los Angeles County Department of Public Works Traffic Impact Analysis Report Guidelines state that a traffic study should be prepared when a project would generate over 500 trips per day. Given the refined Library would generate less than what the Guidelines suggest, a new traffic study and full analysis would not be required.

The City of Manhattan Beach significance criterion for determining traffic impacts is if project-related increase in volume/capacity (V/C) is equal to or greater than 2 percent at intersections, resulting in LOS E or F conditions (i.e., intersections operating at 90 percent of their capacity). No significant impact criteria exist for intersections operating at LOS A through LOS D with the addition of project volumes.

#### Updated Background Traffic

Since the approved traffic study and certified EIR was finalized in 2001, an updated evaluation of background traffic in the vicinity of the project site was conducted. This updated evaluation was based on recent weekday AM and PM peak period traffic counts taken in November 2011 (as compared to winter counts taken in 2000) by the City of Manhattan Beach. Four intersections near the project site were evaluated:

1. 15<sup>th</sup> Street/Highland Avenue
2. 13<sup>th</sup> Street/Highland Avenue
3. Manhattan Beach Boulevard/Highland Avenue
4. Manhattan Beach Boulevard at Valley Drive/Ardmore Avenue

Although a few individual movements were higher in winter 2011 as compared to the winter 2000 traffic counts, traffic volumes were generally lower at the study intersections. Attachment B (Comparison of 2000 to 2011 AM Peak Hour Traffic Volumes) and Attachment C (Comparison of 2000 to 2011 PM Peak Hour Traffic Volumes) illustrate the location of these intersections and a comparison of weekday AM and PM peak hour counts taken in 2000 and in 2011.

Significant reductions of traffic volumes were noted to occur during the PM peak hour in the immediate vicinity of the project site at 15<sup>th</sup> Street/Highland Avenue (northbound) and 13<sup>th</sup> Street/Highland Avenue (northbound and southbound), with volumes around 30 to 40 percent less than counted in 2000. Additional reductions were noted in the AM peak hour at 13<sup>th</sup> Street/Highland Avenue (northbound), and Manhattan Beach Boulevard at Valley Drive/Ardmore Avenue (northbound). Based on these updated counts, traffic within the vicinity of the refined Library site is generally lower, ranging from 5 to 46 percent less than counts taken in 2000. This decline in traffic volumes is consistent with traffic patterns over the past 5 to 10 years, particularly in the north end of the City along Highland Avenue.<sup>2</sup> Since the traffic counts taken in 2011 present lower background traffic volumes, there would likely be an improvement in the level of service compared to that analyzed in the certified EIR.

#### Impact Analysis

It should be also be noted that the 2000 traffic study identified that the entire project in the Civic Center/Metlox Development Project (Metlox Commercial plus the Library and public safety facility) would have significant traffic impacts at Highland Ave at 15<sup>th</sup> Street, Highland Avenue at 13<sup>th</sup> Street, Manhattan Beach Boulevard at Sepulveda Boulevard, Manhattan Beach Boulevard at Highland Avenue, and Manhattan Beach Boulevard at Valley Drive/Ardmore Drive. However, the impacts identified in the study include the effects of the Metlox Commercial portion, which contributed slightly over 90 percent of the generated vehicle trips identified in the traffic study. Furthermore, the Metlox Commercial portion of the project was evaluated in the traffic study as a 93,000 sf project. The actual project that was built included only approximately 64,000 sf, which would substantially reduce the impacts of this development on the area roadway system.

Considering the above information and that the reduced scope of the refined Library generates approximately half of the vehicle trips than the approved Library project was estimated to generate, the refined Library would contribute minor vehicle trips to the roadway vicinity. . In addition, since the traffic counts taken in 2011 generally present lower background traffic volumes, there would likely be an improvement in the level of service than what was analyzed in the 2001 certified EIR. Given this information it is reasonable to assume that the refined Library

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<sup>2</sup> Per discussion with City of Manhattan Beach's Traffic Engineer on January 18, 2011, traffic volumes are monitored every 6 months and a decline in volumes has been consistent over the past 5 to 10 years.

would have less-than-significant traffic impacts on area roadways. Therefore, even with the addition of vehicle trips generated by the refined Library, it is unlikely that any new significant effects would occur that would not have been already discussed, evaluated, or mitigated in the previous EIR.

Therefore the impact of the refined Library would likely be less than significant. No new mitigation is required.

#### Congestion Management Plan

The certified EIR identified less-than-significant impacts related to conflicts with an applicable congestion management program. The Congestion Management Program (CMP) requires that all freeway segments where a project adds 150 or more trips in any direction during the peak hours must be analyzed. An analysis is also required at all CMP intersections where the project would add 50 or more trips during the peak hour. For the purposes of the CMP, a significant traffic impact occurs when a proposed project increases traffic demand on a CMP facility by 2 percent of capacity, causing or worsening LOS F.

The refined Library would generate only 12 trips during the PM peak hour. Therefore, further analysis of impacts on freeways and CMP intersections would not be required. The refined Library would result in no impact related to conflicts with the applicable CMP. No new mitigation is required.

If you have any questions concerning this analysis, please feel free to contact me.

Sincerely,

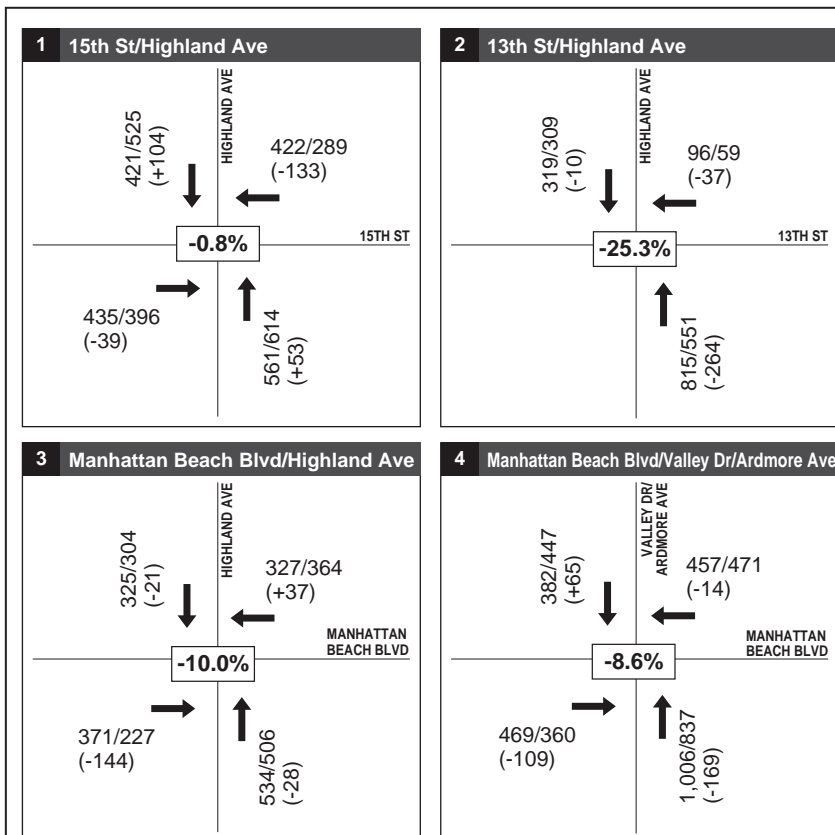


Lisa M. Young  
Senior Project Manager  
Surface Transportation West | Atkins North America

Attachment A

	SQFT (1000s)	DAILY	PM	SAT	SAT PEAK
<b>TOTAL SQFT</b>	21.5				
<b>Additional SQFT</b>	9.382				
<b>ITE trip gen 8th ed. rate</b>		56.24	7.3	46.55	6.75
<b>TOTAL SQFT</b>	30.018				
<b>Additional SQFT Cert EIR</b>	17.9	337	22	306	22
<b>Cert EIR trip gen rate</b>		18.83	1.23	17.09	1.23
<b>ITE trip gen 6th ed. rate</b>		54	7.09	46.55	6.75
<b>Difference (8<sup>th</sup>-6<sup>th</sup>)</b>		2.24	0.21	0	0
<b>% Change (6<sup>th</sup>/8<sup>th</sup>)</b>		96.02%	97.12%	100.00%	100.00%
<b>TRIP TOTALS</b>		528	68	437	63
<b>DISCOUNT FACTOR</b>		65.1%	82.7%	63.3%	81.8%
<b>TOTAL TRIP GENERATION</b>		<b>184</b>	<b>12</b>	<b>160</b>	<b>12</b>

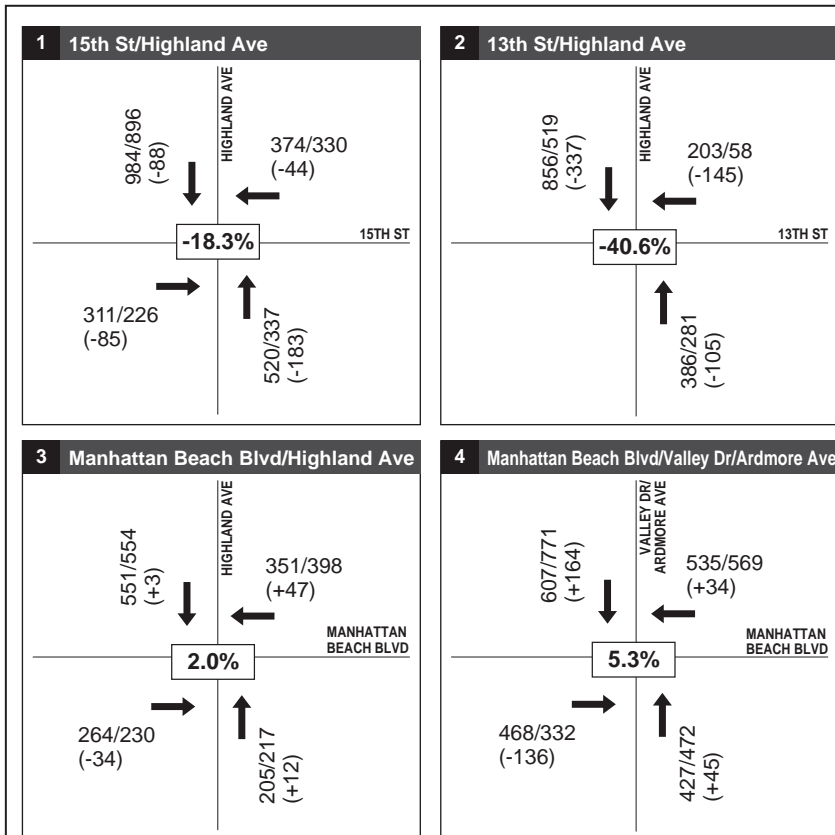




- LEGEND**
- Project Site Boundary
  - # Study Intersections
  - XX/XX 2000/2011 Vehicle Counts
  - (+/-XX) Change in Volumes
  - XX.X% Percent Change for Intersection

Source: Atkins, 2012.





#### LEGEND

- Project Site Boundary
- Study Intersections
- XX/XX 2000/2011 Vehicle Counts
- (+/-XX) Change in Volumes
- Percent Change for Intersection

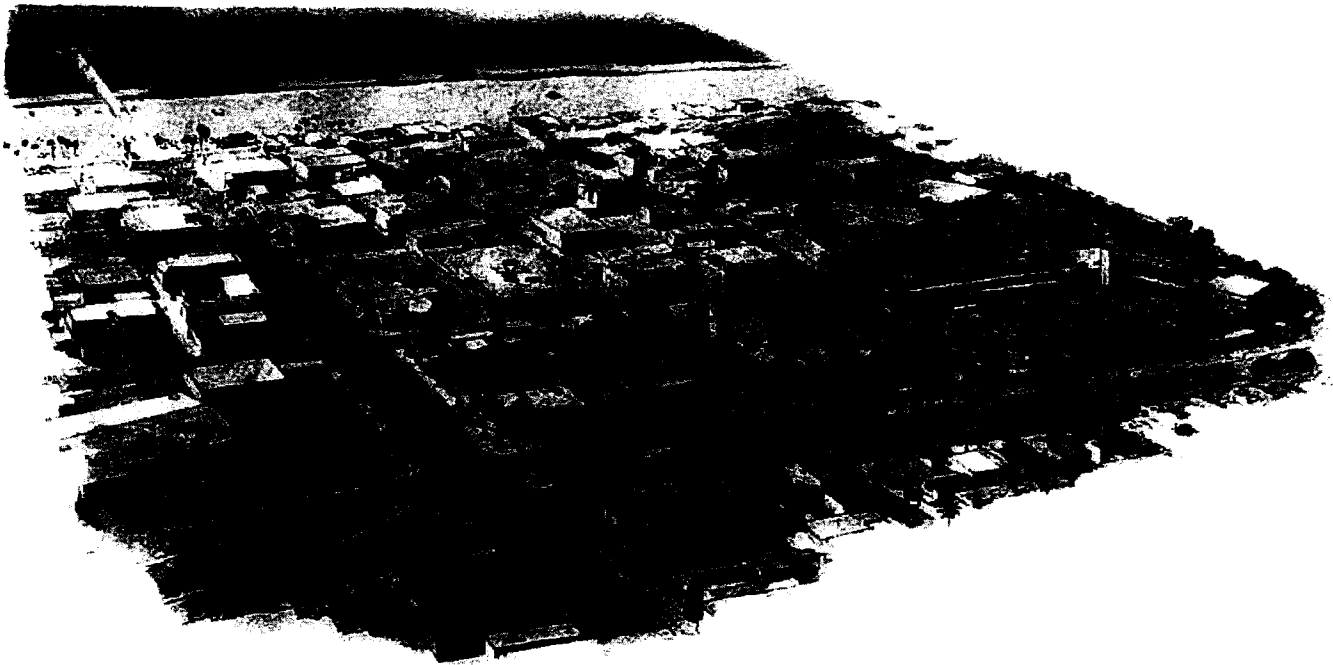
Source: Atkins, 2012.



Attach C  
Comparison of 2000 to 2011 PM Peak Hour Traffic Volumes

1.00 COPY

# **FINAL ENVIRONMENTAL IMPACT REPORT**



**City of Manhattan Beach**

## **CIVIC CENTER/METLOX DEVELOPMENT**

**Christopher A. Joseph & Associates**  
environmental planning and research

**February 2001**

**State Clearinghouse No. 99121090**





**CITY OF MANHATTAN BEACH  
CIVIC CENTER/METLOX DEVELOPMENT PROJECT**

**FINAL ENVIRONMENTAL IMPACT REPORT**

*State Clearinghouse No. 99121090*

*February 2001*

*Prepared for:*

**City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach CA, 90266**

*Prepared by:*

**Christopher A. Joseph & Associates**  
**environmental planning and research**

11849 W. Olympic Blvd., Suite 101 • Los Angeles, CA 90064  
Phone (310) 473-1600 • Fax (310) 473-9336 • e-mail [cjajaeir@cajaeir.com](mailto:cjajaeir@cajaeir.com)



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## I. INTRODUCTION

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In accordance with the City of Manhattan Beach Guidelines for implementation of the California Environmental Quality Act (CEQA) and Sections 15088, 15089, and 15132 of CEQA, the City of Manhattan Beach has prepared this Final Environmental Impact Report (FEIR) for the Civic Center/Metlox Development Project.

### LOCATION

The project site is located in the City of Manhattan Beach, within the south bay area of the County of Los Angeles. More specifically, the site is comprised of two contiguously adjoined parcels; one within the City's Civic Center property and the adjoining parcel within the Downtown Commercial District. The entire project site is generally defined by 15th Street on the north, Valley Drive on the east, Manhattan Beach Boulevard on the south, and Highland Avenue and Morningside Drive on the west.

### SUMMARY OF PROPOSED PROJECT

The proposed Civic Center/Metlox Development consists of a partial redevelopment of the Civic Center site including the demolition and reconstruction of the Police and Fire Department facilities and Public Library Building, and the new development of an adjacent mixed-use commercial project (i.e., Metlox Development). The two sites are contiguously located (north/south) and provide an opportunity to integrate the public and private developments into a single project.

#### Civic Center / Public Safety Facility

The Civic Center portion of the project will involve a complete demolition and reconstruction of the existing Police and Fire Department Facilities. Due to the age and condition of the existing structures, the Fire Department building (10,568 square feet) and Police Department building (20,000 square feet) will be entirely demolished and reconstructed on-site. The facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot combined Police and Fire Department public safety facility incorporating all administrative and operational functions of these departments. The net increase in developed floor area over existing conditions will be approximately 26,432 square feet. The proposed structure is intended to accommodate the spatial and modernization needs of both departments and will not involve any staffing or personnel increases.

The Civic Center also includes reconstruction of the existing Public Library building. The existing Public Library (12,100 square feet) will either be added onto or demolished and reconstructed with a new Public Library and Cultural Arts Center. Upon completion, the proposed Library and Cultural Arts Center will consist of an approximate 40,000 square foot structure with roughly 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center. The Library will contain reference materials and periodicals for children through teens to adults, meeting and reading rooms, restrooms for the

community, and offices for staff. The Cultural Arts Center will contain a stage for live community performances, dressing rooms, lobby, offices, kitchenette, restrooms, and exhibition space.

### Metlox

The Metlox project consists of a mixed-use commercial development with subterranean parking, including some above-grade surface parking on the proposed 13th Street extension. The total floor area proposed is approximately 90,000 square feet comprised of retail, restaurant, a 40-room Bed and Breakfast lodging component, and office uses. The preliminary design envisions one- and two-story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square.

As identified in the Design and Development Proposal submitted to the City by the Tolkin Group, the vision for the development of the Metlox block is to create a natural extension of Downtown Manhattan Beach while sensitively making the transition from commercial uses to the adjoining residential and Civic Center uses. The Metlox development is seeking to provide a mix of local serving uses that will compliment the existing Downtown uses.

Approximately 30,000 square feet of the Metlox area is proposed to be devoted to public open space. Such space will include the Gateway Plaza, the Town Square, paseos and a sculpture garden. The Town Square will include a Lookout Tower element to offer public views of the pier, beach, ocean and other local landmarks in the Downtown area. An additional open space courtyard is proposed as a garden area for the proposed bed and breakfast inn.

An important aspect of this project is the pedestrian linkage between the Metlox Development and the Civic Center. Pedestrian circulation is designed to flow between the two sites providing a strong integration of the different land uses. Pedestrian circulation within the Metlox Development is centered around a "Town Square." This public space may have a pre-approved set of activities that could be programmed for the Town Square on a regular basis. Pedestrian circulation around the site will be provided by sidewalks located contiguous to the perimeter streets (Valley Drive, Manhattan Beach Boulevard, Morningside Drive and 13th Street).

Parking for the Civic Center portion of the development will contain 116 secure subterranean parking spaces for police and fire vehicles as well as an additional 87 spaces for Civic Center public and staff. Additional at-grade parking will provide 61 spaces for police and fire vehicles, and 86 spaces for Civic Center public and staff parking needs. The Metlox development proposes to construct at least 212 spaces for the commercial component of the project. In total, at least 562 parking spaces will be provided on site, of which 446 would be available for use by the public.

### **AREAS OF CONTROVERSY**

Potential areas of controversy and issues to be resolved by the decision-makers include those areas where

significant unavoidable impacts are projected to occur as a result of the proposed project. For the proposed Civic Center/Metlox Development Project, the area of controversy are centered around traffic and construction noise impacts.

**Traffic.** Unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season:

- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (summer weekdays PM peak hour)
- Highland Avenue and Manhattan Beach Boulevard (summer Sundays peak hour).

It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over  $\frac{3}{4}$  (or 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.

**Construction Noise.** Noise from construction-related activities are anticipated to exceed the City of Manhattan Beach exterior noise level standards at all 5 of the sensitive receptor locations. With application of prescribed mitigation measures, construction noise levels are anticipated to be reduced by approximately 6 dBA (Leq) at all receptor locations. However, due to the proximity of sensitive noise receptors, significant noise impacts would still remain at sensitive receptor locations. These temporary construction noise impacts would be significant and unavoidable.

As provided by the City of Manhattan Beach Noise Ordinance, construction activities are exempt from exceeding the City's exterior community noise level standards (Ord. No. 1957, Sec. 5.48.250). However, because of the project's unique size, mix of uses, duration of construction activities, location and proximity to residential uses, the project does not represent a typical construction project within the City of Manhattan Beach. Therefore, for purposes of this analysis, the assessment of construction noise impacts was conservatively based on strict application of the community noise level standards without regard to the exemption clause of the code.

## SUMMARY OF ALTERNATIVES CONSIDERED

The Draft EIR considered a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 15126(d) of the CEQA Guidelines. The alternatives analyzed in the EIR include: 1) No Project Alternative; 2) Civic Center Only Alternative; 3) Metlox Development Only Alternative; 4) Reduced Density Alternative; 5) Civic Center (as proposed) With 90,000 Development (as proposed) With Increased Parking (includes a 2<sup>nd</sup> level of subterranean parking); and 6) Mixed Use Alternative.

Aside from the No Project Alternative, the Civic Center Only Alternative was identified as the environmentally superior alternative. However, although the Civic Center Alternative would avoid significant traffic impacts, this alternative fails to meet any of the project's objectives associated with the Metlox site. This alternative would only accomplish the project's objective to provide a Public Safety Facility which houses and coordinates the activities of the Police and Fire Departments in one facility. This alternative would be successful in upgrading the existing police, fire, and public library services which have become outdated and inefficient in providing the spatial and functional needs demanded by their respective services, but will not meet any of the project objectives directed towards redeveloping the former Metlox Potteries site. Moreover, this alternative fails to integrate the Civic Center site and the Metlox site with the rest of the Downtown Commercial Business District. This alternative does not provide any solution for redeveloping the Metlox site. To this extent, the environmentally superior alternative temporarily avoids any of the environmental impacts associated with redevelopment of the Metlox site.

#### **NOTICING AND AVAILABILITY OF THE DRAFT EIR**

The Draft EIR for the proposed Civic Center Metlox Development Project was prepared by the City of Manhattan Beach with the assistance of Christopher A. Joseph & Associates in October 2000. The City of Manhattan Beach Community Development Department forwarded copies of the Draft EIR as well as a Notice of Completion form to the California State Clearinghouse in Sacramento. The State Clearinghouse acknowledged receipt of the Draft EIR and established a 45-day public review period for the report beginning October 9, 2000 and closing November 22, 2000. The purpose of the 45-day review period is to provide interested public agencies, groups and individuals the opportunity to comment on the contents and completeness of the Draft EIR and to submit testimony on the possible environmental effects of the proposed project. The City of Manhattan Beach Community Development Department also posted a Notice of Availability form in the Beach Reporter on October 5, 2000, regarding the availability of the Draft EIR for the 30-day public review period.

#### **CERTIFICATION OF THE EIR**

This document, together with the DEIR, makes up the FEIR as defined in the State CEQA Guidelines Section 15132 as follows:

*"The final EIR shall consist of: (a) The Draft EIR or a revision of the draft; (b) Comments and recommendations received on the Draft EIR either verbatim or in summary; (c) A list of persons, organizations, and public agencies commenting on the Draft EIR; (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and (e) Any other information added by the lead agency."*

The environmental review phase of a project precedes the phase which considers the project approval decision. The environmental review phase identifies the environmental impacts in compliance with



CEQA, while the project approval phase considers the range of factors (environmental, normative, preferential) relevant to the decision to approve a project. Certification of the EIR is not the same as project approval, but simply marks the end of the environmental review phase. Certification is a judgment that the EIR is a legally adequate informational document in compliance with CEQA. Only when the EIR document adequately identifies all significant environmental impacts associated with the project can it be used in the project approval phase along with consideration of other relevant factors. To approve a project, CEQA requires that either the significant impacts of the project (as identified in the EIR) be reduced to a less than significant level through the implementation of mitigation measures, or the approving body must adopt a finding of overriding considerations stating that mitigation measures are nonexistent or infeasible and thus constitute an unavoidable significant impact. The finding of overriding considerations, states, in effect, that the benefits of the project outweigh the environmental impacts that would result upon implementation of the project.

#### **REVISED EXECUTIVE SUMMARY**

Table I-1 on page I-6 presents a revised executive summary of the project impacts, mitigation measures and impacts after mitigation.

**Table I-1**  
**Civic Center Metlox Development Project EIR**  
**Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p align="center"><b>AESTHETICS</b></p> <p>Based on the size and scale of the proposed development (a density that is approximately 63% of the maximum allowable FAR for the CD Zone), a review of the architectural illustrations and conceptual site plan design, it appears that the proposed project would be compatible with the Downtown Design Guidelines. The structures proposed are within the same size and scale of adjacent commercial properties within the Downtown area along Morningside Drive and Manhattan Beach Boulevard. In addition, the Metlox Block concept envisioned for the project will complement the adjacent commercial structures in the Downtown area. To the extent that the Metlox development incorporates the general goals and recommendations of the Downtown Design Guidelines, aesthetic impacts would be less than significant.</p> <p>A total of 22 public views were identified and analyzed to determine the project potential to obstruct scenic or ocean views. Of the 22 public views analyzed, three vantage points were identified as providing ocean views (View 4, View 5, and View 7). Views 5 and 7 would remain unobstructed by the development as they are aligned with 13<sup>th</sup> Street. 13<sup>th</sup> Street is proposed to be made a through way street between Valley Drive and Morningside Drive, thus existing views through the project site would be retained. View 4, however, may become partially blocked by the proposed Lookout Tower structure. Because this view obstruction would only effect a portion of the existing view of the ocean, and ocean views would still be available from this</p>	<ol style="list-style-type: none"> <li>1. Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities. Landscaping should be designed to enhance and accentuate the architecture of the development.</li> <li>2. Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.</li> <li>3. Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties.</li> <li>4. The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.</li> <li>5. To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.</li> </ol>	<p>Project impacts on aesthetics and views would be less than significant before and after mitigation.</p>

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>vantage, impacts were determined to be less than significant.</p> <p>With the exception of the proposed Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.</p> <p>The height of the proposed Lookout Tower is proposed at a maximum of 60 feet, excluding an architectural flag pole which may extend an additional 10 feet above the top of the structure. To ensure adjacent residential uses are not significantly impacted, mitigation measures are recommended to limit the size and locale of the proposed Tower.</p>		
<p align="center"><b>AIR QUALITY</b></p> <p>The construction activities associated with the proposed project would generate pollutant emissions. Grading/excavation phase PM<sub>10</sub> emissions are anticipated to exceed the SCAQMD significance threshold of 150 ppd, which would result in a short-term significant impact.</p> <p>Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). The results of the California Air Resources Board's URBEMIS 7G operational emissions model</p>	<ol style="list-style-type: none"> <li>1. The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.</li> <li>2. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.</li> <li>3. All haul trucks shall either be covered or maintained with two feet of free board.</li> <li>4. All haul trucks shall have a capacity of no less than 14 cubic yards.</li> <li>5. All unpaved parking or staging areas shall be watered at least</li> </ol>	<p>Application of prescribed mitigation measures are anticipated to reduce construction phase PM<sub>10</sub> emissions to a level that is less than significant. With proper implementation of prescribed mitigation measures, development of the proposed project would not result in any unavoidable significant air quality impacts.</p>

**Table I-1**  
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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>indicate that operational emissions are not anticipated to exceed daily SCAQMD significance thresholds. Thus, long-term impacts resulting from daily operational emissions would be considered less than significant.</p> <p>The proposed project could potentially exceed the 8-hour concentration standard of 9.0 ppm in areas adjacent to the intersection of Sepulveda and Manhattan Beach Boulevard. The estimated worst-case 8-hour concentration would violate the State standard in areas adjacent to the intersection of Sepulveda and Manhattan Beach Boulevards, either with or without the proposed project. The increment significance threshold is 1 ppm for the 1-hour averaging period, and 0.45 ppm for the 8-hour averaging period. Since the project contribution would be negligible (i.e., less than 1 ppm), this can be considered a less-than-significant impact.</p> <p>The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As indicated previously, CO concentrations were modeled using the USEPA CAL3QHC dispersion model. The analysis indicated that the project would not cause or exacerbate an existing violation of the State CO concentration standard; therefore, the proposed project can be considered to comply with AQMP's Consistency Criterion 1.</p> <p>The Proposed Project is not growth inducing, and the estimated job creation that would result from implementation of the Proposed Project is not sufficiently large to call into question the employment forecasts for the subregion adopted by SCAG. Since the SCAQMD</p>	<p>four times daily.</p> <ol style="list-style-type: none"> <li>6. Site access points shall be swept/washed within thirty minutes of visible dirt deposition.</li> <li>7. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.</li> <li>8. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.</li> <li>9. Car-pooling for construction workers shall be encouraged.</li> </ol>	

**Table I-1**  
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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>has incorporated these same projections into the AQMP, it can be concluded that this project would be consistent with the projections in the AQMP. Thus, the proposed project can be considered to comply with Consistency Criterion 2. Accordingly, the project would be consistent with AQMP's goals, policies, and programs for improving regional air quality conditions.</p>		
<p><b>LAND USE</b></p> <p>The uses proposed for the Civic Center site are generally consistent with the existing uses on site in which they are replacing and are consistent with the permitted uses allowed under the existing site's Public Facilities land use designation. The Cultural Arts Center use is consistent with the LCP regulations for the Public and Semipublic District. The following uses proposed for the Metlox Development will require a use permit to operate with in the CD District: Eating and drinking establishments (e.g. restaurants and bakery), hotels &amp; motels, offices (business &amp; professional). Approvals and conditions of approvals for these uses will be addressed within the Development Agreement for the proposed Metlox Development. With procurement of a Development Agreement, including a local coastal permit, a height variance for the tower element, and applicable building permits, land use consistency impacts would be less than significant.</p>	<p>With procurement of the necessary land use entitlements (i.e., Development Agreement plus, a local coastal permit, a height variance for the tower element, and: a applicable building permits) land use impacts associated with the proposed project would be less than significant and no mitigation measures are required or recommended.</p>	<p>Land use impacts would be less than significant and no mitigation measures would be required.</p>
<p><b>PUBLIC SERVICES/POLICE PROTECTION</b></p> <p>Implementation of the proposed project will result in increased activity on the project site, which could create a greater demand for police protection services. The Civic</p>	<p>1. Prior to the issuance of building permits, project site plans should be subject to review by the MBPD and MBFD. All recommendations made by the MBPD and MBFD relative to</p>	<p>Project impacts on public safety would be less than significant before and after mitigation.</p>

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>Center portion of the project will involve reconstructing the existing Police and Fire Department Facilities. The new Public Safety Facility will include the following police serving functions; improved service areas to enhance service to residents and visitors, additional room for current and future crime fighting technologies and crime prevention programs, and an underground firing range.</p> <p>With an increased on-site population, demands upon police services are naturally expected to increase to some extent. However, because the commercial project will be developed adjacent to the Public Safety Facility, the response time for a foot response, which could be provided from officers that are on duty and at the police station, would be immediate, should an emergency arise on site or within the immediate project vicinity. In addition, the level of police presence on site would in itself deter criminal activities. According to MBPD, the proposed project would not have a negative impact on police response times. The project would incorporate police protection features into the site design (e.g., lighting, landscaping, building design, etc.). It is not anticipated that the increase in the number of employees and visitors associated with the project would substantially increase the requirement for services from the MBPD.</p> <p>Parking is proposed to be provided on-grade and below grade for Police Department, Fire Department and Public Library functions, and for Civic Center public and staff. The subterranean parking garage(s), which due to limited visibility from the general public at street level, could increase the risk to public safety. The project's</p>	<p>public safety (e.g. emergency access) should be incorporated into conditions of project approval (i.e., Master Use Permit or Development Agreement).</p> <p>2. Prior to the approval of the final site plan and issuance of each building permit, the project applicant shall submit plans to the MBPD for review and approval for the purpose of incorporating safety measures in the project design, including the concept of crime prevention through environmental design (i.e., building design, circulation, site planning, and lighting of parking structure and parking areas). Design considerations should include an evaluation of electronic surveillance systems, emergency call boxes and lighting systems in addition to architectural elements that allow direct vertical and horizontal views outside of the structure.</p> <p>3. The provision of an on-site valet attendant and/or patrol by private security officers during operation of the project shall be considered at peak parking demand times, as needed. This mitigation measure shall be incorporated into the conditions of project approval (i.e., Master Land Use Permit or Development Agreement) at the discretion of the City Council.</p>	

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>subterranean parking has been a major consideration throughout the design and planning phases of the proposed project. However, it is one that can be mitigated through heightened security measures during the on-going operation of the project. Therefore, project impacts on police protection service would be less than significant.</p>		
<p><b>RISK OF UPSET</b></p> <p>Historical soil contamination on the proposed Metlox site has been remediated, and a closure report has been issued for the site. The project site is not located on the UST Cleanup Fund Program Revised Priority List or the Leaking Underground Storage Tank Information System (LUSTIS) List that records sites known to generate, store, or be contaminated with hazardous materials.</p> <p>Due to the age of the Civic Center buildings being demolished, ACMs, lead based paint, and PCBs may be located in the existing structures. Should on-site structures containing such materials be demolished or renovated without proper stabilization and/or removal methods in accordance with applicable laws and regulations, ACMs, lead based paint, and PCBs could potentially be released into the environment which could represent a significant environmental impact.</p> <p>The MBFD utilizes an above ground storage tank (AST), containing diesel which is used to fuel the department's vehicles. This AST would be removed during demolition of the existing on-site uses and replaced during project construction. The AST would be handled in compliance with all applicable rules and regulations to ensure risk of</p>	<p>1. Comprehensive surveys for asbestos containing materials (ACMs), lead based paint, and Poly Chlorinated Biphenyls (PCBs) shall be conducted by a registered environmental assessor for each existing on-site structure to be demolished or renovated under the proposed project. ACMs, lead based paint, or PCBs found in any structures shall be stabilized and/or removed and disposed of in accordance with applicable laws and regulations including, but not limited to, SCAQMD Rule 1403 and Cal OSHA requirements.</p> <p>2. If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight.</p>	<p>With implementation of the listed mitigation measure, project impacts regarding risk of upset would be reduced to levels of insignificance.</p>

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>upset is minimized.</p> <p>With the exception of common household cleaning solvents and supplies, the proposed project does not include the use, storage, creation or disposal of large quantities of hazardous materials. The storing and or using of such materials in small quantities would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations.</p>		
<b>TRANSPORTATION / CIRCULATION</b>		
<p>The Project Traffic Study assessed project-related traffic impacts during three representative time periods out of the year: AM/PM peak hour winter weekdays; AM/PM peak hours summer weekdays; and Saturday/Sunday summer weekends. Project impacts for each of these time periods is summarized as follows:</p> <p>Winter Weekdays. The proposed project would result in significant traffic impacts during winter weekdays at the following three intersections:</p> <p>Highland Avenue and 15th Street (PM peak hour), Highland Avenue and 13th Street (PM peak hour), and Manhattan Beach Boulevard and Sepulveda Boulevard (PM peak hour).</p> <p>During the winter months, the addition of project volumes would result in a level of service change at three additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not considered to be significant. The</p>	<p><b>REQUIRED MITIGATION</b></p> <p>1. Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.</p>	<p>With implementation of the mitigation measures, no unavoidable significant impacts would occur during the Winter Weekday time period.</p> <p>However, significant impacts are expected to remain at one intersection during summer weekdays (i.e., at Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue) and one intersection during summer Sundays (i.e., Manhattan Beach Boulevard at Highland Avenue).</p> <p>It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over ¾ (or approximately 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.</p>



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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>level of service will remain the same at all other study intersections during winter weekdays.</p> <p>Summer Weekdays. During summer weekdays, the project would result in significant impacts at the following two intersections:</p> <p>Highland Avenue and 15th Street (PM peak hour), and Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (AM &amp; PM peak hours).</p> <p>The addition of project volumes would also result in the level of service change at five additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not considered to be significant.</p> <p>Summer Weekends. During summer weekends the project would result in significant traffic impacts at the following four intersections:</p> <p>Highland Avenue and 15th Street (AM &amp; PM peak hours),</p> <p>Manhattan Beach Boulevard and Highland Avenue (PM peak hour),</p> <p>Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (PM peak hour), and</p> <p>Manhattan Beach Boulevard and Sepulveda Boulevard (AM &amp; PM peak hours).</p> <p>The addition of project volumes would also result in the level of service change at the following five additional intersections. However, the incremental change in the CMA value for those intersections is minimal and the</p>	<p>2. Manhattan Beach Blvd. &amp; Sepulveda Blvd. -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.</p> <p>3. Highland Avenue &amp; 13th Street -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13th Street to a one-way eastbound scheme is another option.</p> <p>4. Manhattan Beach Blvd. &amp; Valley Drive/Ardmore Ave. -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.</p> <p>5. The City Traffic Engineer shall conduct secondary "post-project" traffic assessments at the intersections of Highland Avenue &amp; 13th Street, and Manhattan Beach Boulevard &amp; Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented.</p> <p>6. An employee parking program shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated</p>	

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>impact is not considered to be significant.</p> <p>Neighborhood Traffic. No significant traffic impacts are expected on the neighborhood streets surrounding the project site. Alternative "cut-throat" routes in the immediate project vicinity east of the project site are confusing and do not provide an attractive or easier alternative to main travel routes. The neighborhood streets surrounding the project site to the east are located on terrain with multiple elevation changes and narrow roadways which do not facilitate a clear "cut through" path towards the project site.</p> <p>Regional Transportation System. Traffic impacts at the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue, fall well below the 50-trip threshold requiring an analysis. In addition, no more than 20 project peak-hour trips in one direction are expected to be added to any freeway mainline segment, which is significantly less than the 150-trip threshold requiring an analysis. Therefore, no further CMP analysis was performed.</p> <p>Parking Availability. Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking structures will serve both developments as well as provide additional parking for the downtown Manhattan Beach area. In total, at least 562 parking spaces will be provided on site, of which 446 would be available for use by the public.</p> <p>The shared parking analysis indicates that the project</p>	<p>for employees only.</p> <p><b>DISCRETIONARY CONDITIONS OF APPROVAL</b></p> <p>7. Highland Avenue &amp; 15th Street - Widen Highland Avenue north of 15th Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.</p> <p>8. Highland Avenue and Manhattan Beach Boulevard - Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening requires the acquisition of additional right-of-way and the removal of existing amenities. This improvement would be subject to the approval of the City Council as it may not be feasible.</p> <p><b>RECOMMENDED MITIGATION MEASURES</b></p> <p>1. Valet parking operations should be considered during peak demand times, as needed. Valet parking operations should utilize tandem parking methods within the parking garage(s) to increase parking availability for the project site.</p>	

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>would produce a peak (maximum) parking demand of approximately 528 spaces at about 2:00 PM on "winter" weekdays. Peak summer weekday parking would occur at noon, but would be less at approximately 511 spaces. The 562 parking spaces proposed by the project will provide sufficient parking on-site to meet its expected maximum parking demands, even though it does not provide Code-required parking. Further, the site will provide an excess of 300 parking spaces available for public parking during the most critical time period for the area, Summer Weekends. No significant parking impacts are anticipated to occur with development of the project.</p>		
<p><b>HYDROLOGY/WATER QUALITY</b></p> <p>Grading and excavating activities during construction would have the potential to result in soil erosion or discharge of sedimentation, which could degrade the quality of water in the Santa Monica Bay. All construction activities for the project would be required to implement effective BMPs to minimize water pollution to the maximum extent practicable. As required by law, final drainage plans would be required to provide structural or treatment control BMPs to mitigate (infiltrate or treat) storm water runoff using the methods discussed previously in this Section. Mandatory compliance with such requirements would ensure BMPs would be implemented during the construction phase to effectively minimize excessive soil erosion and sedimentation and eliminate non-storm water discharge off-site. BMPs are included as project mitigation measures to ensure potentially significant impacts would be reduced to less than significant levels. Therefore,</p>		
<p>1. The project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharge. Such compliance shall include submittal of a drainage plan to the City of Manhattan Beach Department of Public Works in accordance with the minimum applicable requirements set forth in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP).</p> <p>2. Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition to reducing runoff volumes, due to infiltration into the soil, landscaped areas may also filter some pollutants from stormwater, such as particulate matter and sediment.</p> <p>3. Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure</p>		<p>With implementation of the mitigation measures, project impacts on hydrology (surface water runoff and drainage) and water quality would be less than significant.</p>

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Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>project impacts on water quality resulting from erosion and siltation would be less than significant.</p> <p>Operation of the proposed project would generate substances that could degrade the quality of water runoff. The washing and cleaning of restaurant equipment/accessories outdoors and the deposition of certain chemicals by cars on parking lot surfaces could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the project must comply with water quality standards and wastewater discharge requirements. Compliance with existing regulations would reduce the potential for water quality impacts to a less than significant level.</p> <p>Development of the proposed project would increase the amount of impervious surface on the site by approximately 20 percent. The additional stormwater entering the drainage system is anticipated to result in an increase comparable to the increase in impervious surface area of the site. This increase is not anticipated to significantly impact the capacity of the storm drain infrastructure serving the project locale. According to the Public Works Department, the storm drain system serving the site could accommodate this increase. Thus, project impacts on storm drain system capacity would be less than significant.</p>	<p>must be connected to the sanitary sewer system.</p>	
<b>NOISE</b>		
Construction activities require the use of numerous noise generating types of equipment such as jackhammers, pneumatic impact equipment, saws, and tractors. To	1. Use noise control devices, such as equipment mufflers, enclosures, and barriers.	Although implementation of the construction mitigation measures will reduce noise impacts, construction noise impacts will remain significant

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<p>ascertain worst-case noise impacts at sensitive receptor locations, construction noise was modeled by introducing the noise level associated with the finishing phase of a typical development project to the ambient noise level. Noise from construction-related activities are anticipated to exceed the significance threshold at each sensitive receptor location. This would result in a short-term significant noise impact.</p> <p>The proposed improvements to the Fire and Police Facility would not increase the duration or frequency of existing noise sources, such as sirens. With the proposed project, the predominate noise source would be associated with increased vehicular traffic, as the project is forecasted to generate a net increase of 3,442 daily vehicle trip ends. As such, the greatest impacts are anticipated to occur at sensitive receptor locations adjacent roadways substantially affected by the proposed project. The project is anticipated to increase the CNEL by 1 dBA at most receptor locations and have a negligible effect at others. More importantly, the CNEL would remain within the "conditionally acceptable" range of 55 - 70 dBA for residential neighborhoods as defined by the California Department of Health Services' Office of Noise Control (DHS). Thus, operational noise impacts resulting from implementation of the Proposed Project would have a less-than-significant impact on noise sensitive uses.</p> <p>The Proposed Project has a potential to generate "nuisance noise" from day-to-day activities. Noise impacts associated with the Town Square area of the project, with increase pedestrian activity and outdoor</p>	<ol style="list-style-type: none"> <li>2. Erect a temporary sound barrier of no less than six feet in height around the construction site perimeter before commencement of construction activity. This barrier shall remain in place throughout the construction period.</li> <li>3. Stage construction operations as far from noise sensitive uses as possible.</li> <li>4. Avoid residential areas when planning haul truck routes.</li> <li>5. Maintain all sound-reducing devices and restrictions throughout the construction period.</li> <li>6. When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).</li> <li>7. When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.</li> <li>8. Adjacent residents shall be given regular notification of major construction activities and their duration.</li> <li>9. A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.</li> <li>10. An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.</li> <li>11. The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.</li> <li>12. Based on a review of construction documents prepared for the</li> </ol>	<p>and unavoidable. This impact will be short-term and temporary, lasting the duration of the construction period.</p>

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**Civic Center Metlox Development Project EIR**  
**Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>dining facilities, would be limited because the area would be mostly enclosed by surrounding buildings. In addition, the existing City Noise Ordinance places restrictions on allowable duration, frequency, and time of day that nuisance noise events can take place. Therefore, no significant impacts associated with nuisance noise are anticipated from project operations.</p>	<p>proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.</p>	

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## II. ADDITIONS AND CORRECTIONS TO THE DRAFT EIR

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The following additions and corrections are set forth to update the Draft EIR in response to the comments received during the public review.

### II. EXECUTIVE SUMMARY

**Page 18, Table 1, Civic Center Metlox Development Project EIR, Executive Summary**, this table shall be revised and amended as provided in Table 1 of this Final EIR (see Section I., Introduction of the Final EIR on page I-6).

### III. PROJECT DESCRIPTION

**Page 32, Civic Center Public Safety Facilities**, the third sentence of the first paragraph of this subsection shall be revised as follows:

"The facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot combined Police and Fire Department Public Safety Facility incorporating all administrative and operational functions of the City's Police Department and Fire Station No.1."

**Page 36, Under the Metlox Subheading continued from the previous page**, insert the following paragraph after the third complete paragraph:

"The proposed project includes an architectural design feature in the form of a Lookout Tower to provide the general public with views of the pier, beach, ocean and other local landmarks in the Downtown area. The proposed Lookout Tower structure is conceptually envisioned to be a structure with an approximate base of 20 feet by 20 feet extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) is proposed as a additional feature to add to the small town atmosphere of the Downtown District. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are subject to refinement and are provided as conceptual illustrations at this time, the general aesthetic design is depicted in Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65."

### IV. OVERVIEW OF ENVIRONMENTAL SETTING

**Page 43, Existing Environmental Conditions, Civic Center**, the first sentence of the first paragraph has been revised to read as follows:

"The City's 1997 population is approximately 34,000 with an area of 3.88 square miles. [with footnote: *Source: City of Manhattan Beach Official Website: Visitor information, Manhattan Beach Facts: <http://www.ci.manhattan-beach.ca.us/home/index1.htm>, January 30, 2001.*]"

**Page 43, Existing Environmental Conditions, Civic Center**, the last sentence of the fifth paragraph has been revised to read as follows:

"The needs assessment prepared for the MBFD has identified a need for approximately 16,250 total square feet of functional support space."

### V. ENVIRONMENTAL IMPACT ANALYSIS

#### V.A. AETHETICS/VIEWS

**Page 63**, add the following discussion after the last paragraph:

"With regard to potential shade and shadow impacts, the proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of Ardmore Avenue and the north side of 15<sup>th</sup> Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15<sup>th</sup> Street are located over 100 feet away from the existing Fire and Police Station buildings.

With the exception of the proposed Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in an eastward direction.<sup>1</sup> Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.

The height of the proposed Lookout Tower is proposed at a maximum of 60 feet, excluding an architectural flag pole which may extend an additional 10 feet above the top of the structure. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the winter solstice. To ensure adjacent residential uses are not significantly impacted by shadows cast by the proposed Lookout Tower, mitigation measures are recommended to limit the size and locale of the proposed Tower (see added mitigation measures to Draft EIR page 74, below). With implementation of these measures, shade and shadow impacts would be less than significant."

**Page 67, View No. 4**, revise the fourth sentence from the end to read as follows:

"The Lookout Tower, which is proposed to be approximately 20 by 20 feet at its base extending up to 60 feet in height, may be partially visible from this location to the right (or north) of 12<sup>th</sup> Street, though its visibility would likely be hindered by the palms that currently occur along the north side of 12<sup>th</sup> Street."

**Page 74, Mitigation Measures**, add the following mitigation measures to ensure potential project-related shadows do not significantly impact adjacent residential properties:

- "The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag

<sup>1</sup> Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995



pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.

- To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line."

#### **V.C LAND USE**

**Page 98, Project Impacts, third complete paragraph,** revise the third sentence from the end of the paragraph to read as follows:

"The Town Square will include a Lookout Tower element, at a height not to exceed 60 feet."

**Page 101, second paragraph,** revise the second sentence to read as follows:

"The Tower Element, proposed at a height not to exceed 60 feet, will require approval of a height variance or other discretionary approval."

**Page 100, Consistency with the Zoning Code and LCP,** add Table II-1, City of Manhattan Beach LCP Policies, beginning on page II-4 to this subsection of the Draft EIR.

#### **V.D PUBLIC SERVICES/POLICE PROTECTION**

**Page 104, Environmental Setting,** the second and third sentence of the first paragraph have been revised to read as follows:

"The site is served by the MBPD located at 420 15th Street, which has a staff of 99 full-time and 25 part-time employees and volunteers. This includes 67 sworn officers."

**Table II-1  
City of Manhattan Beach LCP Policies**

LCP Policy	Project Analysis
<b>Parking and Traffic</b>	
<b>Policy II.B.5:</b> Development of the former Metlox site shall provide the parking necessary to meet the standards set forth in Section A.64 of Chapter 2 of the Implementation Plan. All required parking shall be provided on the Metlox site.	Section A.64.40 of the LCP provides for the collective provision of parking for sites that serve one or more uses. Consistent with this provision, the parking analysis presented in the Draft EIR was based on a shared parking demand analysis that considered the total demand and available parking between the Metlox and Civic Center sites together. The shared parking demand analysis indicates that the 562 total parking spaces proposed by the project (for both Civic Center and Metlox sites) will provide sufficient parking to accommodate all of the uses proposed. Additionally, the analysis concluded that the project will provide an excess of 300 spaces for the public during the most critical time period for the area, Summer weekends. Therefore, parking on the Metlox site will be substantially in conformance with the Code (A.64, Ch 2) and is consistent with LCP policies II.B.5, I.C.1 and I.C.2.
<b>Policy I.C.1:</b> The city shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.	
<b>Policy I.C.2:</b> The City shall maximize the opportunities for using available parking for weekend beach use.	
<b>Policy I.C.17:</b> Provide signing and distribution of information for use of the Civic Center parking for beach parking on weekend days.	The City currently maintains a signage program to inform the public of available parking areas within the City, especially within the Downtown and coastal access areas. Directional aides and signs are located throughout the Coastal Zone at locations such as 45 <sup>th</sup> Street and Highland Avenue, 24 <sup>th</sup> Street and Highland Avenue and the Civic Center Area. The existing signage in the project vicinity will be updated accordingly during the construction period and again during the operation of the project to direct visitors to appropriate public parking lot entrances on the Civic Center and Metlox sites. Therefore the project would be consistent with LCP policies I.C.17 and I.B.7.
<b>Policy I.B.7:</b> The City shall provide adequate signing and directional aides so that beach goers can be directed toward available parking.	
<b>Policy I.C.8:</b> Use of existing public parking, including, but not limited to, on-street parking, the El Porto beach parking lot, and those parking lots indicated on Exhibit #9, shall be protected to provide public beach parking.	The Civic Center Metlox project site does not include any parking areas that serve as primary parking lots for beach parking. Therefore the project will not eliminate parking spaces within beach parking lots within the City and would be consistent with this policy.
<b>Policy I.C.10:</b> Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).	As discussed above, the parking demand analysis and parking program for the proposed project is based on a shared parking concept between the Civic Center and Metlox uses. In addition to all of the Civic Center uses, the office component of the Metlox project provides additional parking availability on weekends as those uses typically operate on weekdays only. In addition the Draft EIR estimated that roughly 300 surplus parking spaces would occur during summer weekends, the highest demand for beach parking. In this regard the proposed project will provide additional parking for the downtown area and beach uses and would be consistent

LCP Policy	Project Analysis
<b>Parking and Traffic</b>	
	with LCP policy 1.C.10.
<b>Policy 1.C.16:</b> Improve information management of the off-street parking system through improved signing, graphics and public information maps.	As discussed above, the City's existing signage program will be updated as the project is constructed. The Town Square envisioned for the Metlox property will also provide public information areas that will be used to provide useful information to the public regarding parking availability and other public programs within the City.
<b>Policy 1.C.3:</b> The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.	The proposed project will accommodate the anticipated parking demands of the proposed Civic Center and Metlox uses in on-site underground parking structures. As such the project would be consistent with this policy.
<b>Policy 1.A.2:</b> The City shall encourage, maintain and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access. <b>Policy 1.A.1:</b> The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.	No public roads or accessways will be blocked by the proposed project. Rather, the project proposes to dedicate a 13 <sup>th</sup> Street extension through the property to provide through access between Morningside Drive and Valley Drive. This improvement is expected to improve traffic circulation on the surrounding roadways. In addition, several access driveways for the proposed parking structures are proposed to facilitate ingress and egress to the site and to provide efficient traffic flow through the area. As such the project is consistent with these policies.
<b>Policy 1.A.3:</b> The City shall encourage pedestrian access systems including the spider web park concept (Spider web park concept: a linear park system linking the Santa FE railroad right-of-way jogging trail to the beach with a network of walk streets and public open spaces).	
<b>Policy 1.A.4:</b> The City shall maintain use of commercial alleys as secondary pedestrian accessways.	
<b>Policy 1.B.3:</b> The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.	The proposed project will not eliminate any public park or recreation areas and will not impact the jogging trail along Valley Drive and Ardmore Avenue. Rather, the project proposes a town square element within the Metlox Block concept design and will increase public gathering areas and pedestrian access throughout the Civic Center and Metlox sites. In this regard the project will encourage pedestrian activity around and directly through the project site. The proposed dedication of 13 <sup>th</sup> Street will further improve pedestrian access to the beach as it will provide additional access points through the downtown area from the adjacent neighborhoods to the east.
<b>Policy II.A.2:</b> Preserve the dominant existing commercial building scale of one and two stories, by limiting any future development to a 2-story maximum, with a 30' height limitation as required by Sections A.04.030, A.16.030, and A.60.050 of Chapter 2 of the Implementation Plan.	
<b>Policy II.A.3:</b> Encourage the maintenance of	The Metlox and Civic Center projects incorporate a high

LCP Policy	Project Analysis
<b><i>Parking and Traffic</i></b>	
commercial area orientation to the pedestrian.	degree of pedestrian oriented streetscapes and designs to integrate the two properties. The project will include a 13 <sup>th</sup> Street dedication with two sidewalk areas to facilitate additional pedestrian flows. The project will also provide increased areas for pedestrian sidewalks along Valley Drive and Manhattan Beach Boulevard. As such, the project will be consistent with this policy.
<b><i>Policy II.A.7:</i></b> Permit mixed residential/commercial uses on available suitable commercial sites.	The proposed project does not include any residential uses. A residential condominium project was previously proposed for the Metlox project site. However, it was previously decided that such a use was an inappropriate use for the project site given the sites location within the Downtown Commercial District. Because of the Metlox property's unique location adjacent to the Civic Center and its orientation relative to Manhattan Beach Boulevard, the project site has the potential to provide an entryway to the Downtown District and integrate as a public/private mixed-use project that will integrate with the Civic Center uses. As such, developing a mixed-use residential project would not be a suitable use for the Metlox site.

LCP Policy	Project Analysis
<b>Parking and Traffic</b>	
<p><b>Policy III.3:</b> The City should continue to maintain and enforce the City ordinances that prohibit unlawful discharges of pollutants into the sewer system or into the tidelands and ocean. (Title 5, Chapter 5, Article 2; Chapter 8).</p> <p><b>Policy III.14: City Storm Water Pollution Abatement Program:</b> The City of Manhattan Beach has initiated a storm water pollution abatement program that involves not only several of the City departments working together, but also the other cities in the Santa Monica Bay watershed. The initial action plan was to create a new ordinance regarding illegal dumping to catch basins and the storm drain systems. In the process it was found that a number of ordinances already exist on the books that cover most of the original concerns. It was determined that those significant codes contain strong enforcement capabilities and that the present city staff needs to be educated and made aware of those existing codes, some of which date back to the 1920's but are still enforceable. The program is to develop codes and building standards to implement the Good Housekeeping requirement and the Best Management Procedures of the Santa Monica Bay Restoration Project Action Plan, educate staff, eliminate potential loopholes within the existing code sections, and initiate supplemental ordinances regarding storm water pollution abatement giving the County the right to prosecute polluters to the County storm drain system (a requirement of the Santa Monica Bay storm way discharge permit).</p>	<p>Water quality is addressed in the Draft EIR (<i>see Section V.G Hydrology/Water Quality of the Draft EIR beginning on page 161</i>). As discussed in the project analysis, the project will be required to comply with all applicable water quality ordinances and will be subject to a NPDES and SUSMP permit procedures for stormwater discharge. Mitigation Measures have been recommended to minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition, in response to comments on the Draft EIR submitted by the City of Manhattan Beach Department of Public Works Department (<i>See Response to Comment 7.2</i>) additional storm water protection mitigation measures have been added to screen and channel water runoff away from commercial trash receptacle bins. Implementation of such measures will further reduce the project's less than significant impacts upon water quality. As such, the project will be consistent with LCP policies III.3 and III.4, relative to water quality.</p>

**V.E. RISK OF UPSET**

**Page 109, Environmental Setting, Civic Center Site**, add the following information to the end of the first paragraph:

"The Fire Department is also responsible for the collection, temporary storage, and proper disposal of small quantities of some materials that are regulated under hazardous materials statutes. These include the cleanup materials used to absorb small amounts of oil or gasoline from streets and small quantities of oil, paint, etc., that are surreptitiously abandoned on local streets and sidewalks. This process is performed in accordance with all applicable laws and ordinances, and does not pose any significant risks to the persons in or near the Civic Center Facilities."

**Page 110, Metlox Site**, add the following information to the end of the first paragraph:

"The current Metlox Site was actually two separate parcels. Each of these parcels was cleaned and remediated separately and at different times, under the direct supervision of the County of Los Angeles. After testing, each parcel was issued a letter of compliance from the County."

**Page 112, Mitigation Measures**, insert the following mitigation measure:

- "If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight."

**V.F. TRANSPORTATION AND CIRCULATION**

**Page 124, Parking, first paragraph**, revise the last sentence to read as follows:

"Public Parking Lot 5, located to the south of the Public Library building on 13<sup>th</sup> Street provides an additional 35 public parking spaces."

**Page 158, Impacts on Parking Availability**, insert the following paragraph between the first and second paragraphs of this subsection:

"Development of the proposed project will result in the demolition of all of the existing parking spaces on the Civic Center and Metlox properties. As stated earlier in this analysis, approximately 340 parking spaces are currently provided between the two sites (180 within the Civic Center parking lot, 35 within Lot 5, and 125 temporary spaces on the Metlox property). These spaces will ultimately be replaced with 562 parking spaces, of which 446 would be made available to the public. As such, the proposed project would result in a net increase of 106 parking spaces as compared to existing conditions."

**Page 160, Mitigation Measures**, the second parking mitigation (third bullet point from the top of the page) shall be revised as follows:

- "An employee parking program shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only."

**Page 160, Mitigation Measures**, insert the following mitigation measures to the list of traffic mitigation measures:

- "Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community

Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site.

- The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.
- The City Traffic Engineer shall conduct secondary "post-project" traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented."

#### **V.G. HYDROLOGY/WATER QUALITY**

**Page 170, Mitigation Measures**, insert the following mitigation measure:

- "Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure must be connected to the sanitary sewer system."

#### **V.H. NOISE**

**Page 177, ENVIRONMENTAL IMPACTS, Methodology and Significance Criteria, Construction**, insert the following to the end of the paragraph:

"As provided by the City of Manhattan Beach Noise Ordinance construction activities are exempt from exceeding the City's exterior community noise level standards (Ord. No. 1957, Sec. 5.48.250). However, because of the project's unique size, , mix of uses, duration of construction activities, location and proximity to residential uses, the project does not represent a typical construction project within the City of Manhattan Beach. Therefore, for purposes of this analysis, the assessment of construction noise impacts was conservatively based on strict application of the community noise level standards without regard to the exemption clause of the code."

**Page 181, Mitigation Measures**: add the following additional mitigation measures:

- "An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.
- The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.

- Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met."

## **VI. GENERAL IMPACT CATEGORIES**

**Page 187, Public Services, Fire Protection**, insert the following sentence after the second sentence:

"In addition, the project site will be served by a second fire station located at 1400 Manhattan Beach Boulevard, located approximately 1.3 miles east of the site."

**Page 189, Utilities, Wastewater**, revise the fifth, sixth, seventh and eighth sentences of the paragraph to read as follows:

"The expected average wastewater flow from the project site is 54,890 gallons per day, which would account for 0.05 percent of the total design capacity.<sup>1</sup> The increase in wastewater would be treated at the Joint Water Pollution Control Plant (JWPCP). The JWPCP has a design capacity of 385 million gallons per day (mgd) and currently processes an average flow of 333.5 mgd. The proposed project's net increase in sewage generation would represent 0.001 increase in the wastewater treated at JWPCP."

**Page 224, Air Quality**, the fourth sentence of the second paragraph has been revised to read as follows:

"As presented in Table 37 on page 225, air quality impact for this alternative would be less than the proposed project and below significance criteria levels."

**Page 228 "Alternative Mixed-Use Metlox Development"**, add the following discussion to the end of the Transportation/Circulation Subheading:

**"Parking.** This alternative proposed a development that is similar to the size and scale of the proposed project, with a different mix of uses. As compared to the proposed project, this alternative would increase commercial office space and decrease the amount of retail space. The alternative would include the same amount of parking, providing a total of 562 spaces, of which 446 will be made available to the public. The parking impacts would generally be the same as described for the proposed project. However, this alternative would likely have a beneficial impacts upon parking availability during the weekends, when Downtown parking demand is at its peak. This is mainly because this alternative has a higher amount of office space and a lower amount of retail. The office use does not generate a demand for weekend parking, which would result in a greater amount of shared parking availability for other project and Downtown uses."

## **VII. ALTERNATIVES TO THE PROPOSED PROJECT**

**Page, 205, Noise**, delete the first paragraph and revise the discussion relating to construction noise impacts as follows:

"Implementation of the Civic Center Alternative would reduce construction activities by approximately 48 percent as compared to the proposed project. As such, noise impacts associated with developing the site would be reduced as compared to the proposed

<sup>1</sup> County Sanitation Districts of Los Angeles County, November 7, 2000.



project. However, this alternative would still result in unavoidable significant construction noise impacts because of the close proximity of sensitive residential land uses.”

This impact was correctly identified in the evaluation of the environmentally superior alternative, Table 39 on page 230 of the Draft EIR.

#### **VIII. ORGANIZATIONS AND INDIVIDUALS CONTRIBUTING TO THE EIR**

##### **References**

**Page 234**, add the following reference citation:

“Meyer Mohaddes Associates., Inc., City of Manhattan Beach, Downtown Manhattan Beach Parking Management Plan Report, February, 1998.”



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### III. COMMENT LETTERS

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#### PUBLIC AGENCIES

1.	Governor's Office of Planning and Research, State Clearinghouse	November 28, 2000
2.	California Coastal Commission South Coast Area Office	November 16, 2000
3.	California Department of Transportation (CALTRANS)	November 15, 2000
4.	Department of Toxic Substances Control	October 25, 2000
5.	Southern California Association of Governments (SCAG)	November 8, 2000
6.	County Sanitation Districts of Los Angeles County	November 7, 2000
7.	City of Manhattan Beach Department of Public Works	November 13, 2000
8.	City of Manhattan Beach Fire Department	November 22, 2000
9.	City of Manhattan Beach Police Department	November 22, 2000

#### ORGANIZATIONS

10.	Downtown Manhattan Beach Business & Professional Association	November 22, 2000
11.	Residents For A Quality City	November 22, 2000
12.	Manhattan Beach Residents for a Small Town Downtown	November 17, 2000

#### INDIVIDUALS

13.	Paul Aguilar	November 7, 2000
14.	Jim Aldinger	November 22, 2000
15.	Frank Beltz and Judy Kerner	No Date
16.	John A. & Roberta A. Brown	October 25, 2000
17.	James C. Burton, et. al.	November 21, 2000
18.	James C. Burton	November 22, 2000
19.	Peggy Chase	November 21, 2000
20.	Jeri Deardon	November 21, 2000
21.	Mike Dunitz	November 20, 2000
22.	Susan A. Enk	November 21, 2000
23.	Harry A. Ford, Jr.	November 19, 2000
24.	Sally Hayati, Ph.D.	November 16, 2000
25.	Richard Lewis	November 22, 2000
26.	James Lissner	November 22, 2000
27.	Richard Magnuson	November 19, 2000
28.	Paul R. Milkus	November 21, 2000
29.	Mary Morigaki	November 21, 2000
30.	Phillip Reardon	November 21, 2000
31.	Bruce & Loretta Summers	November 21, 2000
32.	Dottie and Ed Taylor	November 21, 2000
33.	William Victor	November 22, 2000

34. Marijo Walsh

January 20, 2000

**CITY OF MANHATTAN BEACH**

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**CIVIC CENTER METLOX DEVELOPMENT PROJECT**

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**PUBLIC AGENCY AND INDIVIDUAL COMMENTS  
RECEIVED ON THE  
DRAFT ENVIRONMENTAL IMPACT REPORT  
[EIR No. 1999121090]  
December 2000**

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Christopher A. Joseph & Associates  
environmental planning and research

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Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research  
State Clearinghouse



Steve Nissen  
ACTING DIRECTOR

November 28, 2000

Richard Thompson  
City of Manhattan Beach Community Development Department  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Subject: Civic Center / Metlox Development  
SCH#: 1999121090

Dear Richard Thompson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 27, 2000, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

*Terry Roberts*

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

DEC 01 2000

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 1999121090  
**Project Title** Civic Center / Metlox Development  
**Lead Agency** Manhattan Beach, City of

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**Type** EIR Draft EIR  
**Description** The proposed Civic Center / Metlox Development Project consists of a combined public Civic Center (Police and Fire Department facilities) and a commercial mixed-use development (Metlox). The two sites are contiguously located (north/south) and provide an opportunity to integrate the two developments into a single project.

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**Lead Agency Contact**

**Name** Richard Thompson  
**Agency** City of Manhattan Beach Community Development Department  
**Phone** 310-802-5502 **Fax**  
**email** bray@ci.manhattan-beach.ca.us  
**Address** 1400 Highland Avenue  
**City** Manhattan Beach **State** CA **Zip** 90266

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**Project Location**

**County** Los Angeles  
**City** Manhattan Beach  
**Region**  
**Cross Streets** North Highland/ Manhattan Beach Boulevard  
**Parcel No.** 4179-003-900 (N) / 901 (S) 902 (r.)  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** 1  
**Airports**  
**Railways**  
**Waterways** Pacific Ocean  
**Schools** A Hached  
**Land Use** Present use is fire/police/library buildings and parking lot. Zoning is CD & PS. Designation is public facility and Downtown commercial

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**Project Issues** Coastal Zone; Landuse; Aesthetic/Visual; Air Quality; Noise; Public Services; Water Quality; Growth Inducing

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**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Department of Forestry and Fire Protection; Department of Parks and Recreation; Office of Emergency Services; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

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**Date Received** 10/11/2000 **Start of Review** 10/12/2000 **End of Review** 11/27/2000

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**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302  
(562) 590-5071



November 16, 2000

Richard Thompson, Director  
Community Development Department  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, CA 90266-4795

**Re: Draft EIR for the Civic Center/Metlox Development (SCH#1999121090).**

Dear Mr. Thompson:

The Commission staff has reviewed the above-referenced document and appreciates the opportunity to submit the following comments regarding the proposed project which is comprised of a 57,000 square foot City administrative center, 40,000 square foot library and cultural center, 90,000 square feet of commercial uses, 40-room bed and breakfast inn, and a subterranean parking garage. As indicated in the DEIR, the proposed project is located within the City of Manhattan Beach coastal zone, but outside of the area (appealable area) where projects may be appealed to the Coastal Commission.

In Manhattan Beach, the requirements of the California Coastal Act are met through compliance with the certified Manhattan Beach Local Coastal Plan (LCP). The City will process a local coastal development permit for the proposed project under the provisions of the certified LCP. The project alternative that is ultimately approved by the City through the local coastal development permit process should conform to the standards and policies of the certified LCP. This will ensure that coastal resources, including public parking facilities, are protected.

The certified Manhattan Beach LCP contains general and specific provisions that protect coastal resources. These LCP policies protect and enhance public access to the coast, protect and encourage public parking facilities that support public access to the coast, protect the unique character of Manhattan Beach, limit building scale, encourage efficient traffic flow patterns, and protect water quality and marine resources from the negative impacts of polluted runoff. The EIR and the local coastal development permit should address the proposed project's conformance with the policies of the certified Manhattan Beach LCP, including the following:

**Parking and Traffic**

- POLICY II.B.5:** Development of the former Metlox site shall provide the parking necessary to meet the standards set forth in Section A.64 of Chapter 2 of the Implementation Plan. All required parking shall be provided on the Metlox site.
- POLICY I.C.1:** The City shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.
- POLICY I.C.2:** The City shall maximize the opportunities for using available parking for weekend beach use.

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- POLICY I.C.17:** Provide signing and distribution of information for use of the Civic Center parking for beach parking on weekends days.
- POLICY I.B.7:** The City shall provide adequate signing and directional aids so that beach goers can be directed toward available parking.
- POLICY I.C.8:** Use of the existing public parking, including, but not limited to, on-street parking, the El Porto beach parking lot, and those parking lots indicated on Exhibit #9, shall be protected to provide public beach parking...
- POLICY I.C.10:** Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).
- POLICY I.C.16:** Improve information management of the off-street parking system through improved signing, graphics and public information maps.
- POLICY I.C.3:** The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.
- POLICY I.A.2:** The City shall encourage, maintain, and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.

#### Pedestrian and Bicycle Access

- POLICY I.A.1:** The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.
- POLICY I.A.3:** The City shall encourage pedestrian access systems including the Spider Web park concept (Spider Web park concept: a linear park system linking the Santa Fe railroad right-of-way jogging trail to the beach with a network of walk-streets and public open spaces. See Figure NR-1 of the General Plan).
- POLICY I.A.4:** The City shall maintain the use of commercial alleys as secondary pedestrian accessways.
- POLICY I.B.3:** The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.

#### Scale of Development

- POLICY II.A.2:** Preserve the predominant existing commercial building scale of one and two stories, by limiting any future development to a 2-story maximum, with a 30' height limitation as required by Sections A.04.030, A.16.030, and A.60.050 of Chapter 2 of the Implementation Plan.
- POLICY II.A.3:** Encourage the maintenance of commercial area orientation to the pedestrian.
- POLICY II.A.7:** Permit mixed residential/commercial uses on available, suitable commercial sites.


Water Quality

**POLICY III.3:** The City should continue to maintain and enforce the City ordinances that prohibit unlawful discharges of pollutants into the sewer system or into the tidelands and ocean. (Title 5, Chapter 5, Article 2; Chapter 8).

**POLICY III.14: City Storm Water Pollution Abatement Program.** The City of Manhattan Beach has initiated a storm water pollution abatement program that involves not only several of the City departments working together, but also the other cities in the Santa Monica Bay watershed. The initial action plan was to create a new ordinance regarding illegal dumping to catch basins and the storm drain systems. In the process it was found that a number of ordinances already exist on the books that cover most of the original concerns. It was determined that those significant codes contain strong enforcement capabilities and that the present city staff needs to be educated and made aware of those existing codes, some of which date back to the 1920's but are still enforceable. The program is to develop codes and building standards to implement the Good Housekeeping Requirements and the Best Management Practices procedures of the Santa Monica Bay Restoration Project Action Plan, educate staff, eliminate potential loopholes within the existing code sections, and initiate supplemental ordinances regarding storm water pollution abatement giving the County the right to prosecute polluters to the County storm drain system (a requirement of the Santa Monica Bay storm way discharge permit).

We suggest that the local coastal development permit for the proposed project include special conditions and specific findings that would ensure that any approved development would be in compliance with the standards and policies of the certified LCP. We also strongly encourage the City to require the implementation of a storm water pollution abatement program in order to reduce negative impacts to the marine environment both during and subsequent to construction of any approved project. The "Increased Parking Alternative" discussed in the DEIR would provide greater consistency with the above-stated LCP policies that encourage the expansion and concentration of parking in the Downtown Commercial District. We hope that these comments are useful. Please call me if you have any questions.

Sincerely,

  
Charles R. Posner  
Coastal Program Analyst

Cc: State Clearinghouse

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, ADVANCE PLANNING

IGR OFFICE 1-10C

120 SO. SPRING ST.

LOS ANGELES, CA 90012

TEL: (213) 897-0486 ATSS: 8- 647-0486

FAX: (213) 897-8906

E-mail: [NoraPiring/CAGOV@DOT](mailto:NoraPiring/CAGOV@DOT)

To: CAJA

November 15, 2000

MR. RICHARD THOMPSON

City of Manhattan Beach

1400 Highland Avenue

Los Angeles, CA 90266

**Re: IGR/CEQA #001028/NP**  
**DEIR, Civic Center/Metlox Development Project**  
**City of Manhattan Beach**  
**Vic. LA-001-22.900/SCH No. 199121099**

*Dear Mr. Thompson:*

Thank you for the opportunity to comment on the above-referenced project. The project consists of a combined public Civic Center (Police and Fire Department facilities) and a commercial mixed-use development (Metlox). The Civic Center portion of the project consists of a two-level, approximately 57,000 square foot Public Safety Facility. It also involves the expansion of the existing library to provide a 40,000 square foot Library and Cultural Arts Center with 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center. The Metlox component includes a mixed use commercial development with subterranean parking, including approximately 90,000 square feet of retail, restaurant, office uses with a 40-room lodging component.

We have the following comments:

- 1) Consideration is needed to provide a deceleration lane for southbound SR1 approaching the Manhattan Beach Boulevard intersection. The right turn volume for southbound SR1 to westbound Manhattan Beach Boulevard is greater than 150 cars per hour in the PM peak hour.
- 2) Cumulative traffic impacts on State facilities cannot be justified without major improvements to alleviate the over capacity conditions which currently exist on both the State highway system and local roads. In order to obtain acceptable operation on the State highway, we concur with the mitigation measures of providing the northbound approach with a dual left-turn approach. As a result, the northbound left-turn will operate with LOS D. However, the heavy southbound and northbound right-turns would require an exclusive right lane. We recommend to look into the possibility of adding right-turn lane on both approaches. This can only be accomplished by widening the roadway. In

3.1

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DEC 05 2000

Richard Thompson  
11/15/00  
Page 02 of 02

addition, signal modification would be required on northbound and southbound legs of the intersection. You may review the attached analysis for further information. In accordance with the Route Concept Report dated January 1991, this section of the highway will still have a six (6) through lanes. This intersection will operate at LOS F (V/C of 1.70 or worse) in year 2010 if no improvements be made.

↑  
3.3

If you have any questions regarding this response, please feel free to contact the undersigned at (213) 897-4429 and refer to our IGR/CEQA #001028/NP.

Sincerely,



STEPHEN J. BUSWELL  
Program Manager  
IGR/CEQA

cc: Scott Morgan  
State Clearinghouse

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-03-2000  
Center For Microcomputers In Transportation

Streets: (N-S) SEPULVEDA BL (E-W) MANHATTAN BCH  
Analyst: G CHAMMAS File Name: MANHATTAN-AE.HC9  
Area Type: Other 11-3-0 PM  
Comment: EXISTING CONDITION

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	< 0	2	3	< 0	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			2			2			2			2
Con. Peds			10			10			10			10
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3		3	3		3	3	3	3	3	3
RTOR Vols			0			0			0			100
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.			67			67			72			72

Signal Operations									
Phase Combination		1	2	3	4	5	6	7	8
NB	Left	*				EB Left	*		
	Thru		*			Thru		*	
	Right		*			Right		*	
	Peds					Peds	*		
SB	Left	*				WB Left	*		
	Thru		*			Thru		*	
	Right		*			Right		*	
	Peds					Peds	*		
EB	Right	*	*			NB Right			
WB	Right	*	*			SB Right			
Green		20.0A	35.0A			Green	20.0A	35.0A	
Yellow/AR		4.0	4.0			Yellow/AR	4.0	4.0	
Cycle Length: 126 secs Phase combination order: #1 #2 #5 #6									

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/c	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
NB	L	287	1719	0.998	0.167	74.3	F	*	*
	TR	1537	5380	1.251	0.286	*	*		
SB	L	573	3438	0.578	0.167	32.4	D	*	*
	TR	1537	5380	3.074	0.286	*	*		
EB	L	267	1604	1.114	0.167	*	*	*	*
	T	965	3378	1.212	0.286	*	*		
	R	1085	1424	0.160	0.762	2.6	A		
WB	L	267	1604	1.242	0.167	*	*	*	*
	T	965	3378	1.454	0.286	*	*		
	R	1085	1424	0.152	0.762	2.6	A		

Intersection Delay = \* (sec/veh) Intersection LOS = \*  
(g/c)\*(v/c) is greater than one. Calculation of DI is infeasible.

# HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-03-2000 Center For Microcomputers In Transportation

Streets: (N-S) SEPULVEDA BL

(E-W) MANHATTAN BCH

Analyst: G CHAMMAS

File Name: MANHA-Pl.HC9

Area Type: Other

11-3-0 PM

Comment: ALTERNATIVE 1-ADDING 1 NB DESIGNATED LEFT-TURN LANE

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	< 0	2	3	< 0	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0		12.0	12.0		10.0	10.0	10.0	10.0	10.0	10.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			2			2			2			2
Con. Peds			10			10			10			10
Ped Button	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N		
Arr Type	3	3		3	3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.			67			67			72			72

Phase Combination 1				Signal Operations			
NB Left	*	2		3	4		
Thru		*					
Right		*					
Peds							
SB Left	*						
Thru		*					
Right		*					
Peds							
EB Right	*						
WB Right	*						
Green	20.0A	35.0A					
Yellow/AR	4.0	4.0					
Cycle Length: 126 secs				Phase combination order: #1 #2 #5 #6			
EB Left	*			5	6	7	8
Thru		*			*		
Right		*			*		
Peds							
WB Left	*						
Thru		*			*		
Right		*			*		
Peds							
NB Right	*						
SB Right	*						
Green	20.0A	35.0A					
Yellow/AR	4.0	4.0					

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/c	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
NB	L	573	3438	0.515	0.167	31.6	D	*	*
	TR	1537	5380	1.251	0.286	*	*	*	*
SB	L	573	3438	0.578	0.167	32.4	D	*	*
	TR	1537	5380	3.074	0.286	*	*	*	*
EB	L	267	1604	1.114	0.167	*	*	*	*
	T	965	3378	1.212	0.286	*	*	*	*
	R	1085	1424	0.160	0.762	2.6	A	*	*
WB	L	267	1604	1.242	0.167	*	*	*	*
	T	965	3378	1.464	0.286	*	*	*	*
	R	1085	1424	0.152	0.762	2.6	A	*	*

Intersection Delay = \* (sec/veh) Intersection LOS = \*  
(g/c)\*(V/c) is greater than one. Calculation of D1 is infeasible.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-03-2000  
Center For Microcomputers In Transportation

Streets: (N-S) SEPULVEDA BL (E-W) MANHATTAN BCH  
Analyst: G CHAMMAS File Name: MANHA-P2.HC9  
Area Type: Other 11-3-0 PM  
Comment: ALTERNATIVE 2-ADDING 1 NB/SB DESIGNATED RIGHT-TURN LANE

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	2	3	1	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0	10.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Grade		0			0			0			0	
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N	N		N	N		N	N		N	N	
Bus Stops			2			2			2			2
Con. Peds			10			10			10			10
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3	3	3	3	3
RTOR Vols			50			50			50			50
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share			67			67			72			72
Prop. Prot.												

Signal Operations							
Phase Combination 1	2	3	4	5	6	7	8
NB Left	*			EB Left	*		
Thru		*		Thru		*	
Right		*		Right		*	
Peds				Peds	*		
SB Left	*			WB Left	*		
Thru		*		Thru		*	
Right		*		Right		*	
Peds				Peds	*		
RB Right	*	*		NB Right	*	*	
WB Right	*	*		SB Right	*	*	
Green	20.0A	35.0A		Green	20.0A	35.0A	
Yellow/AR	4.0	4.0		Yellow/AR	4.0	4.0	
Cycle Length: 126 secs Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
NB	L	287	1719	0.998	0.167	74.3	F	*	*
	T	1551	5429	1.187	0.286	*	*		
	R	1119	1424	0.016	0.786	1.9	A		
SB	L	573	3438	0.578	0.167	32.4	D	*	*
	T	1551	5429	2.921	0.286	*	*		
	R	1119	1424	0.109	0.786	2.0	A		
EB	L	267	1604	1.114	0.167	*	*	*	*
	T	965	3378	1.212	0.286	*	*		
	R	1085	1424	0.109	0.762	2.5	A		
WB	L	267	1604	1.242	0.167	*	*	*	*
	T	965	3378	1.454	0.286	*	*		
	R	1085	1424	0.203	0.762	2.7	A		

Dec 06 00 12:44p

Nora Piring

FILE NO. 0100100022

213-897-8906

P. J

P.5

Intersection Delay = \* (sec/veh)      Intersection LOS = \*  
(g/C)\*(V/c) is greater than one. Calculation of D1 is infeasible.  
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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 11-06-2000  
Center For Microcomputers In Transportation

Streets: (N-S) SEPULVEDA BL (E-W) MANHATTAN BCH  
Analyst: G CHAMMAS File Name: MANHA-P3.HC9  
Area Type: Other 11-3-0 PM  
Comment: ALTERNATIVE 3 converting NB thru to Right-turn lane & also SB

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Volumes	257	1507	67	289	3706	160	268	1003	157	299	1211	248
PHF or PK15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Lane W (ft)	12.0	12.0	10.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Grade			0			0			0			0
% Heavy Veh	5	5	5	5	5	5	5	5	5	5	5	5
Parking	N		N	N		N	N		N		N	
BUS Stops			2			2			2			2
Con. Peds			10			10			10			10
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3	3	3	3	3
RTOR Vols			0			0			0			100
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.			67			67			72			72

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
NB Left	*				EB Left	*		
Thru		*			Thru		*	
Right		*			Right		*	
Peds					Peds	*		
SB Left		*			WB Left	*		
Thru			*		Thru		*	
Right			*		Right		*	
Peds					Peds	*		
EB Right	*		*		NB Right			
WB Right	*		*		SB Right			
Green	20.0A	35.0A			Green	20.0A	35.0A	
Yellow/AR	4.0	4.0			Yellow/AR	4.0	4.0	
Cycle Length: 126 secs Phase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
	Mvmts	Cap	Flow	Ratio	Ratio					
NB	L	287	1719	0.998	0.167	74.3	F	*	*	
	T	1034	3619	1.700	0.286	*	*			
	R	407	1424	0.182	0.286	21.9	C			
SB	L	573	3438	0.578	0.167	32.4	D	*	*	
	T	1034	3619	4.182	0.286	*	*			
	R	407	1424	0.437	0.286	24.2	C			
EB	L	267	1604	1.114	0.167	*	*	*	*	
	T	965	3378	1.212	0.286	*	*			
	R	1085	1424	0.160	0.762	2.6	A			
WB	L	267	1604	1.242	0.167	*	*	*	*	
	T	965	3378	1.464	0.286	*	*			
	R	1085	1424	0.152	0.762	2.6	A			

Dec 06 00 12:45p Nora Piring

FAA NO. 310393322  
213-897-8906

p. 7

Intersection Delay = \* (sec/veh) Intersection LOS = \*  
(g/C)\*(V/c) is greater than one. Calculation of D1 is infeasible.  
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## Department of Toxic Substances Control



Winston H. Hickox  
Agency Secretary  
California Environmental  
Protection Agency

Edwin F. Lowry, Director  
1011 N. Grandview Avenue  
Glendale, California 91201

Gray Davis  
Governor

October 25, 2000

Mr. Richard Thompson  
City of Manhattan Beach Community Development  
1400 Highland Avenue  
Manhattan Beach, California 90266

### DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CIVIC CENTER/METLOX DEVELOPMENT (PROJECT), SCH 1999121090

Dear Mr. Thompson:

The Department of Toxic Substances Control (DTSC) has received your draft Environmental Impact Report (EIR) for the above mentioned Project.

If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP or to meet/discuss this matter further, please contact Bob Krug, Project Manager, at (818) 551-2866 or me at (818) 551-2877.

Sincerely,

Harlan R. Jeché  
Unit Chief  
Southern California Cleanup Operations - Glendale Office

4.1

OCT 30 2000

Mr. Richard Thompson  
October 25, 2000  
Page 2

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Bardett, Moorpark • Bruce Barrows, Corcoran •  
George Bass, Bell • Hal Bernson, Los Angeles •  
Chris Christiansen, Covina • Robert Brueck,  
Rosemead • Laura Chick, Los Angeles • Gene  
Daniels, Paramount • Jo Anne Darcy, Santa Clarita •  
John Ferraro, Los Angeles • Michael Feuer, Los  
Angeles • Ruth Galanter, Los Angeles • Jackie  
Goldberg, Los Angeles • Ray Grubinski, Long Beach  
• Dee Hardison, Torrance • Mike Hernandez, Los  
Angeles • Nate Holden, Los Angeles • Lawrence  
Kirkley, Inglewood • Keith McCarthy, Downey •  
Cindy Miskowski, Los Angeles • Stacey Murphy,  
Burbank • Pam O'Connor, Santa Monica • Jenny  
Oropesa, Long Beach • Nick Pacheco, Los Angeles  
• Alex Padilla, Los Angeles • Bob Pizler, Redondo  
Beach • Beatrice Proo, Pico Rivera • Mark Ridley-  
Thomas, Los Angeles • Richard Rioridan, Los  
Angeles • Karen Rosenthal, Claremont • Marcioe  
Shaw, Compton • Rudy Svorinich, Los Angeles •  
Paul Talbot, Alhambra • Sidney Tyler, Jr., Pasadena •  
Joel Wach, Los Angeles • Rita Walters, Los Angeles  
• Dennis Washburn, Calabasas

Orange County: Charles Smith, Orange County •  
Ron Bates, Los Alamitos • Ralph Bauer, Huntington  
Beach • Art Brown, Buena Park • Elizabeth Cowan,  
Costa Mesa • Jan DeBay, Newport Beach • Cathryn  
DeYoung, Laguna Niguel • Richard Dixon, Lake  
Forest • Ala Duke, La Habra • Shirley McCracken,  
Anaheim • Bev Perry, Brea

Riverside County: Bob Buster, Riverside County •  
Ron Loweridge, Riverside • Greg Pettis, Cathedral  
City • Andrea Puga, Corona • Ron Roberts,  
Temecula • Charles White, Moreno Valley

San Bernardino County: Kathy Davis, San  
Bernardino County • Bill Alexander, Rancho  
Soga • Jim Bagley, Twentynine Palms • David  
n, Fontana • Lee Ann Garcia, Grand Terrace  
• Norton-Perry, Chino Hills • Judith Valles,  
San Bernardino

Ventura County: Judy Mikels, Ventura County •  
Donna De Paola, San Buenaventura • Glen Becerra,  
Simi Valley • Toni Young, Port Hueneme

Riverside County Transportation Commission:  
Robin Lowe, Hemet

Ventura County Transportation Commission:  
Bill Davis, Simi Valley

November 8, 2000

Mr. Richard Thompson  
Director of Community Development  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, CA 90266

**RE: SCAG Clearinghouse I20000527 Draft EIR for Civic Center/Metlox  
Development—City of Manhattan Beach**

Dear Mr. Thompson:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project was published in the November 1, 2000 Intergovernmental Review Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,

**JEFFREY M. SMITH, AICP**  
Senior Planner  
Intergovernmental Review

5.1

NOV 09 2000



Richard T.  
Rosie.

# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

JAMES F. STAHL  
Chief Engineer and General Manager

November 7, 2000

File No: 30-00.04-00

City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Gentlemen:

### Civic Center/Metlox Development

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on October 10, 2000. The proposed development is located within the jurisdictional boundaries of District No. 30. We offer the following comments regarding sewerage service:

- The Joint Water Pollution Control Plant currently processes an average flow of 333.5 million gallons per day.
- The expected average wastewater flow from the project site is 54,890 gallons per day.
- All other information concerning Districts' facilities and sewerage service contained in the document is currently complete and accurate.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen

Ruth I. Frazen  
Engineering Technician  
Planning & Property Management Section

RIF:eg

NOV 13 2000

**CITY OF MANHATTAN BEACH  
MEMORANDUM**

**TO:** Rosemay Lackow, Senior Planner

**FROM:** Neil Miller, Director of Public Works *NEM*

**DATE:** November 13, 2000

**SUBJECT:** Comments on EIR - Metlox

Thank you for the opportunity to comment on the Environmental Impact Report for the Metlox site. We find the report comprehensive and thorough.

Our main comment has to do with a recommendation in the Transportation/Circulation section. There is a recommendation that Highland Avenue, north of 15<sup>th</sup> Street and remove on street parking to provide a right-turn only lane southbound on Highland. We find this recommendation unfeasible. Removing any parking on Highland is a problem due to the shortage of parking in this area of the City. Widening the street at this point would not seem politically or economically feasible. We cannot imagine that residents would allow this type of modification to help accommodate traffic impacts of the Metlox site development.

An additional comment refers to Section V. Environmental Setting – Hydrology. This section is comprehensive and refers to the requirements of the National Pollution Discharge Elimination System (NPDES) and the subsequent Standard Urban Storm water Mitigation Plan (SUSMP) and the minimum requirements required by these clean water regulations. Staff's comment is that on page 165 there is a reference to commercial trash areas that must be screened and that storm water must be channeled around such areas. The City of Manhattan Beach has a long-standing requirement that commercial trash enclosures must also be covered so that rainwater cannot enter the enclosure. Also, that the trash enclosure be connected to the sanitary sewer.

Thank you again for the opportunity to comment on this report.

Cc: Richard Thompson, Director of Community Development

Dana Greenwood, City Engineer

Clarence Van Corbach, Operations Manager

NOV 13 2000

**Richard Thompson**

---

**From:** Dennis Groat  
**Sent:** Wednesday, November 22, 2000 3:58 PM  
**To:** Richard Thompson  
**Subject:** DRAFT Comments on draft EIR for the Civic Center/ Metlox Development

Richard,

Regarding the draft EIR for the Civic Center/Metlox Development, I have the following comments:

The project description states that the new Police/Fire facility will incorporate all administrative and operational functions of these Departments. The Fire Department operates out of two separate Fire Stations, and will continue to do so in the foreseeable future. It would be more accurate to say that the new facility will incorporate all of the administrative and operational functions of Fire Station 1.

Regarding impacts, there will be some incremental impacts to the Fire Department from additional emergency responses and fire prevention/inspection activities. However, the impacts from this project are relatively minor, and in and of themselves, do not demand any specific remediation.

In the discussion of space needs for the new fire facility, the report states that Fire Station 1 requires an **additional** 16,250 square feet of functional support space beyond its current size. The identified need for Fire Station 1 is 16,250 **total** square feet of functional support space.

Regarding the risk of upsets due to hazardous materials, in addition to the items listed, the Fire Department is responsible for the collection, temporary storage, and proper disposal of small quantities of some materials that are regulated under Hazardous Materials statutes. These include the cleanup materials used to absorb small amounts of oil or gasoline from streets and small quantities of oil, paint, etc. that are surreptitiously abandoned on our streets and sidewalks. This process is performed in accordance with all applicable laws and ordinances, and it does not pose any significant risks to the persons in or near the Civic Center facilities.

Regarding the remediation and cleanup performed on the Metlox site, one clarification is indicated. The current Metlox site was actually two separate parcels. Each of these parcels was cleaned and remediated separately and at different times, under the direct supervision of the County of Los Angeles. After testing, each of the parcels was issued a letter of compliance from the County.

In the discussion of emergency services to the site, Fire Department services will be provided from both of the City's Fire Stations, rather than exclusively from Fire Station 1.



November 22, 2000

To: Rich Thompson, Community Development Director  
From: Ernest M. Klevesahl, Jr., Chief of Police *EK*  
Subject: Civic Center/Metlox Development

Page 22

Report states police response time would be immediate due to location of police facility to the Metlox project - Not true, since officers respond from their current location in the City while patrolling, not from the station like the Fire Department

9.1

Page 43

The square mileage listed for the City is incorrectly listed as 2.27 square miles.

9.2

Page 104

63 Sworn officer is incorrect - we actually have 67 Sworn officer, for a total of 99 employees (plus temp's).

9.3

Page 106

The report states that increased demand on the MBPD by the project may impact response times to other emergencies in the City. (delayed response? I am not sure this is a true representation)

9.4

Page 224

Reference source and bookmark not found.

9.5

#### EIR CONCERNS/ISSUES

Page 209

Indicates that demands for police services would be the same as it would be if a new police/fire facility were built. This may not be totally accurate, in that we would not have the same opportunities to respond to large incidents if some of our equipment (i.e., command trailer, SWAT van, etc.) is stored offsite. With a new police/fire facility, this equipment will be on site and closer to the Metlox development if needed.

9.6



DOWNTOWN Manhattan Beach

*Business & Professional Association*

*Committed to the Success  
of Downtown Businesses*

November 22, 2000

City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Re: Metlox EIR Comments

Greetings!

Attached please find comments, questions and concerns from the Downtown Manhattan Beach Business & Professional Association, in response to the Metlox Draft EIR.

You'll notice many of the attached concerns are regarding parking. Another question that came to mind upon reading the Executive Summary was the traffic impacts. How is it possible there would be no impact during the winter months? Why would the Downtown only be impacted in the summer? Please elaborate.

10.1

Thank you in advance for your consideration and responses to our comments.

Signed with pleasure,

DOWNTOWN MANHATTAN BEACH  
BUSINESS & PROFESSIONAL ASSOCIATION  
BOARD OF DIRECTORS

  
Shelby Phillips  
Executive Director

NOV 22 2000

# Comments Regarding The CIVIC CENTER/METLOX DEVELOPMENT Environmental Impact Report

An often stated City goal has been that the Civic Center/Metlox development would complement and supplement the Downtown area. It was anticipated that this environmental impact report would be a complete and unbiased informational basis from which the various impacts related to the proposed project could be determined. After reviewing the document, we have specific comments and concerns regarding the information contained in the report.

## Project History

The report does not contain as part of the project's history information regarding the improvement and use of at least part of the Metlox site for public/merchant parking. This information should be detailed in the report especially with regard to the deferred parking improvements and expansion in the Downtown area in anticipation of providing additional parking in conjunction with the development of Metlox. Over the years, much had been said and written about Metlox being the last and best opportunity to fill the Downtown's longstanding need for additional parking. Such a need has been identified in the past two studies of Downtown parking.

Although a current facility, Lot M, was installed as a "temporary measure", its 157 spaces fill some existing parking needs of the Downtown as new, more intensive uses have replaced less intensive uses, and as businesses have expanded. This need for additional Downtown parking has been previously measured through various parking studies. There is no mention of these studies in this report.

In addition, information is lacking concerning the history of Lot 5. The document simply portrays it as a public parking lot. It fails to note that Lot 5 was acquired and developed as part of the overall parking improvements known as the Downtown Vehicle Parking Districts (VPD's) and has been used as such for many years. There may be a vested right of access/easement to this facility based on the City's approvals of the development of many Downtown buildings which were predicated upon the VPD system to fulfill code required and actual parking needs.

## Parking

### Existing vs New/Additional and Replacement

The EIR addresses parking for the project as if the rest of the Downtown does not exist. What will be the impact on existing Downtown parking facilities, traffic circulation and existing land uses be if the analysis is inaccurate? The EIR needs to address a successful project, all impacts associated with that success, and what existing parking must be retained to ensure that the rest of the Downtown continues to be successful and viable.

The proposed Civic Center development will expand Civic Center from 42,668 square feet to 97,000 square feet, an increase of 114%. However, for the Civic Center development has been proposed a total of 350 parking spaces - 177 secure spaces and 173 public/staff spaces. This is less than the existing total of 401 parking spaces - 30 secure, 180 public/staff at Civic Center; 34 public/merchant spaces in Lot 5; and 157 public/merchant spaces in Lot M. There is no justification in the EIR for such an expansion with less parking.

10.2

10.3

10.4

10.5

If Lot 5 and Lot M are removed, these existing spaces must be replaced on an equal basis. The remedy for such a replacement of spaces has not been addressed by this EIR. The City may need to leave the spaces where they are now and revise the project around the spaces or acquire additional land nearby, that can continue to provide the convenience and accessibility that exists today. The loss of Lot 5's and Lot M's total of 191 spaces, even if later integrated into a subterranean parking facility, is a significant impact. Loss of this convenience will be a significant impact on existing Downtown businesses as well as other users reliant on this parking.

The EIR needs to clearly identify and categorize all parking aspects, to include a chart of parking location amounts and public availability as currently exists and as proposed for the project and each project alternative.

#### **Shared Demand**

The proposed 90,000 square foot Metlox development provides only 212 parking spaces which is significantly less than that required by applicable City code. According to the EIR, this development would depend upon gaining needed/required additional spaces through the concept of shared demand with the proposed Civic Center development. However, as anyone can readily observe, most notably on weekends and evenings, the existing Civic Center parking is already shared with current Downtown businesses and nearby residents. There is no information in the document as to how this existing shared demand can coexist with the proposed shared demand for the proposed project. Especially, as noted above, the proposed Civic Center parking is less than the existing parking. The EIR needs to provide detailed information on how the determination of project's shared demand was reached, to include the following:

- How was the reduction determined specifically related to the expected uses?
- How does the estimated number of 165 employees factor into the reduction for parking?

#### **Parking Study**

The EIR does not even incorporate the parking utilization figures readily available from prior Downtown parking studies. Since the most recent study is several years old, it was thought a new parking study was needed to determine the existing parking situation in the Downtown area. This would allow for a more meaningful analysis of the project impact with an adequate parking baseline on which to make determinations for additional parking as part of the Metlox development. Due to the importance of the matter it would be only prudent if the EIR included the best information available.

#### **Parking Layout**

The document should include a parking diagram/layout for all proposed parking, especially the subterranean parking for the Metlox site, the civic center site and street parking on 13th street. The diagram should clearly show the following:

- Total number of spaces at each location
- Areas to be secured and unavailable for public use
- Areas specifically available for public use
- Detail all vehicle and pedestrian entrances/exits
- Detail all disability access points and direct access to Downtown area

#### **Temporary Parking During Construction**

If the new Civic Center and the proposed 90,000 square foot Metlox are constructed at the same time some 400 parking spaces will be taken out of service for many months. How would the Downtown businesses and Civic Center be able to continue to function. As many remember, the construction of

10.6

10.7

10.8

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10.11

Streetscape destroyed some businesses. And it took years for many more to recover fully. The EIR needs to address this significant impact. Failure to address this issue would cause a direct negative impact on Downtown businesses during the construction period, which could be a significant length of time.

10.11

#### **Other Specific Concerns**

Pg 40 - Add additional goal to create and provide sufficient and available parking for the project and Downtown Area for project objectives.

10.12

Pg 92 - Goal #6 is to "Encourage the Vitality of Downtown Area", will this happen or will the project be so successful that it will degrade the rest of the downtown?

10.13

Pg 95 - CD District requires the insurance of "the provision of adequate off-street parking and loading facilities". Will this goal be met with the project?

10.14

Pg 222 - "Alternative Mixed-Use Metlox Development" - No parking analysis was provided with this alternative and must be included. This alternative could be viable especially with the increased office use.

10.15



## RESIDENTS FOR A QUALITY CITY

P.O. Box 1882  
Manhattan Beach, CA 90267  
Phone 310-546-2085  
Fax 310-546-4965

November 22, 2000

City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Re: Comments on the Draft EIR for the  
Civic Center/Metlox Development

Gentlemen:

The following comments on the Draft Environmental Impact Report for the Civic Center/Metlox Development are submitted on behalf of myself and Residents for a Quality City.

Insufficient Notice was Given for the  
Scoping Meeting.

The scoping meeting, held on January 11, 2000, for the purpose of identifying issues to be addressed in the EIR, received insufficient publicity. Consequently, only about 30 people spoke at the meeting (see attached copy of Beach Reporter Article). Previous city sponsored meetings concerning the proposed Metlox Development had drawn crowds of more than 300 people with up to 100 people either speaking or requesting to speak.

11.1

The Comments that were Given at the Scoping  
Meeting were not included in the Draft EIR.

The Draft EIR included only the written comments given after the scoping meeting. Many people, including myself, assumed that the Draft EIR would include the comments given at the scoping meeting. As indicated in my letter, dated January 21, 2000, a copy of which is included in Appendix A of the Draft EIR; my written comments were in addition to my comments made at the scoping meeting. Unless one actually attended the scoping meeting and took good notes he or she would be unable to fully address the adequacy of the Draft EIR as to its scope.

11.2

NOV 22 2000

Parking was Inadequately Addressed.

Although the Initial Study for the proposed project identified inadequate parking as a potentially significant impact, the Draft EIR failed altogether to address the impact on downtown parking that the loss of 195 parking spaces, currently provided by Lots 5 and M, would have. Needless to say, the loss of 195 parking spaces would significantly affect the vitality of the current downtown business area.

11.3

Traffic Congestion was Inadequately Addressed.

On January 11, 2000, Residents for a Quality City filed petitions, signed by over one-third of the city's registered voters, to qualify a ballot initiative to rezone the Metlox site to non-commercial use (see attached copy of Beach Reporter article). One of the main issues in the campaign, if not the main issue, is the potential impact that the project would have on traffic congestion - not only in the vicinity of the Metlox site but in the entire city. The Draft EIR is entirely inadequate in addressing traffic congestion.

11.4

Sincerely yours,

  
Bill Eisen

Encl.

## Residents give their input on Metlox EIR at meeting

by Anne Torres

About 30 Manhattan Beach residents told a city consultant Tuesday night about the issues they think should be studied as part of the environmental review on the Metlox development downtown.

Among those issues are the impacts that the commercial project will have on parking, traffic and ocean views in the area, as well as the noise that might be created by it.

Representatives of Christopher Joseph and Associates, who collected the public testimony for about an hour, now plan on reviewing it with city officials to develop a final list of issues that will be studied in the Environmental Impact Report.

Tuesday's scoping meeting was the first step in the EIR process.

The purpose of the EIR is to identify any significant effects that the project might have on the environment, to identify alternative development projects and to determine how any negative impacts could be mitigated.

Christopher Joseph and Associates will study five potential developments or projects for the Metlox site in the EIR and list the impacts of each.

The main project is the 90,000-square-foot commercial development approved by the City Council last month that includes a mix of retail shops, restaurants, offices, a hotel and a day spa. The other four projects include another 90,000-square-foot development with a different mix of commercial uses; a 60,000-square-foot commercial development; a park; and a nondevelopment

project.

In addition to the five developments on the Metlox property, the EIR will also include potential environmental impacts associated with the construction of a new, two-level police and fire station on the Civic Center portion of the lot to the north.

In addition to issues residents raised Tuesday, Christopher Joseph and Associates also plans to study air quality, land use and aesthetic issues associated with the developments.

In response to resident input Tuesday, representatives from Christopher Joseph and Associates and its subcontractor, Crane and Associates, said they plan to do a traffic study on the downtown area as part of the EIR. That study will include traffic counts being taken at least 15 key intersections throughout the city. The traffic study will also include both fall and summer counts.

However, because a draft EIR is scheduled to be finished by March, the consultant will estimate what summer counts will be based on historical data on file at the city as well as data from similar types of projects throughout the state. To verify that the estimated summer counts are correct, the consultant will take counts in July and those will be included in the final EIR.

A lot of residents told the consultants that they are very concerned about the accuracy of the summer traffic counts. Residents also recommended a number of other intersections also be studied.

Some residents also asked the consultants to study the economic impacts the de-

*(Please turn to Page 26)*



## Metlox EIR

(Continued from Page 6)

velopment will have on existing businesses downtown.

Community Development Director Richard Thompson told them the City Council to date has said it does not want the economic impacts to be addressed in the EIR.

A draft EIR is expected to be completed in March. Once the draft is done, it will be available to the public for comment during a 45-day review period before a final EIR is developed.

Tuesday's meeting drew substantially fewer people than prior meetings on the Metlox issue. That could have been due to lack of publicity.

The city of Manhattan Beach did not publicize Tuesday's meeting the way it normally publicizes important community meetings. Usually, the city sends press releases to local newspapers and occasionally takes out large display ads. The City Council also usually announces upcoming special meetings at its meetings.

The city did not send a press release to *The Beach Reporter* about Tuesday's Metlox EIR meeting prior to the publication of its Jan. 6 issue. Nor did the City Council mention the meeting at its meeting Jan. 4. Neither *The Beach Reporter* nor the *Easy*

*Reader* announced the meeting in their issues of Jan. 6.

*The Daily Breeze* did announce Tuesday's meeting in its edition that day.

Asked about the noticing last Friday, City Manager Geoff Dolan said that the city sent out notices to 500 people who have attended meetings on the issue in the past. Dolan also said he thought the city had placed ads in *The Beach Reporter*.

In fact, the only notification that appeared in *The Beach Reporter* was a small legal notice that appeared on Page 70 in the Dec. 30 issue, the day before New Year's Eve. Upon being informed of this, Dolan said he was surprised.

After the lack of notification was brought to the city's attention, Thompson said the city had decided to place an ad in *The Beach Reporter* in the Jan. 13 issue. The ad will notify people that the city is accepting community input through Jan. 21 as to what they want to be studied in the EIR.

Thompson also said the city had decided to hold a public hearing on the draft EIR to get input from the community. Prior to Friday evening, the city was not planning to hold any meetings on the draft EIR.

Anyone who would like to give their input as to what should be studied in the EIR is asked to contact Bobby Ray at City Hall at 802-5510 or send an e-mail to [bray@ci.manhattan-beach.ca.us](mailto:bray@ci.manhattan-beach.ca.us).

# Metlox foes likely to force special election

■ Group submits more than 8,000 signatures in support of public use initiative.

by Anne Torres

It appears likely that Manhattan Beach voters will soon be faced with a choice about how the former Metlox Pottery factory site downtown should be developed.

On Tuesday, six Residents for a Quality City members submitted an initiative petition to the City Clerk's office. If eventually passed by vot-

## MANHATTAN BEACH

ers, the initiative would rezone the Metlox Pottery property to public use, which would prevent the land from being commercially developed, as the City Council proposes.

Among the possible options for the property if it were to be zoned for public zone use are a park, parking lot, library, cultural arts center, or a new police and fire station.

Given the sheer number of signatures the group submitted Tuesday, it is almost a sure bet that the initiative will go to a public vote in the

near future. The 8,529 signatures equal one-third of the city's registered voters.

The group needs only 2,401 verified signatures from registered voters in order for its initiative to appear on the next municipal ballot in March 2001, and 3,602 for a special election to be held within the next 100 or so days.

City Clerk Liza Tamura will now verify that all the signatures are from registered Manhattan Beach voters. Tamura will then forward the signatures to the Los Angeles County Registrar Recorder's Office for verification. If the county

*(Please turn to Page 24)*

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## Initiative

*(Continued from cover)*

verifies the signatures, the City Council will meet soon afterward to set an election date.

"I'm just relieved that we got it over with," said RFQC spokesman Bill Eisen, who led the signature drive. "Now we've got to concentrate on the campaign."

For the past few months, Eisen and fellow RFQC members have been going door to door and standing in front of grocery stores to collect the signatures.

Resident Bob Caldwell, who is an RFQC member and collected signatures, said nine out of 10 people he talked to did not want a hotel or a mall to be built on the Metlox property. "People just aren't interested in more commercial development — especially in our little city," he said.

Resident Ron Freshman, who also collected signatures, said it wasn't hard to collect the required number of signatures.

"The community wants something other than more traffic and more congestion," he said.

The city has already begun the environmental review process on a 90,000-square-foot commercial development, which will include a mix of retail shops, restaurants, offices, a spa and a hotel. It held the first public hearing Tuesday in preparation of an Environmental Impact Report (see related story on Page 6).

A representative from the Tolkin Group, which was hired by the city to develop Metlox commercially, called the group's initiative "unnecessary."

Michael Dieden said in a press release that residents have been "included in the planning of this site from the beginning. We are confident that the end result will be a

sensitive, aesthetically pleasing, pedestrian-friendly public town square that will include a small lodging component, some outdoor dining and neighborhood-serving retail."

Mayor Linda Wilson this week said the City Council will likely decide to put a companion measure on the same ballot as RFQC's initiative. The city's measure would inform voters about the effect that RFQC's initiative would have on the city's finances.

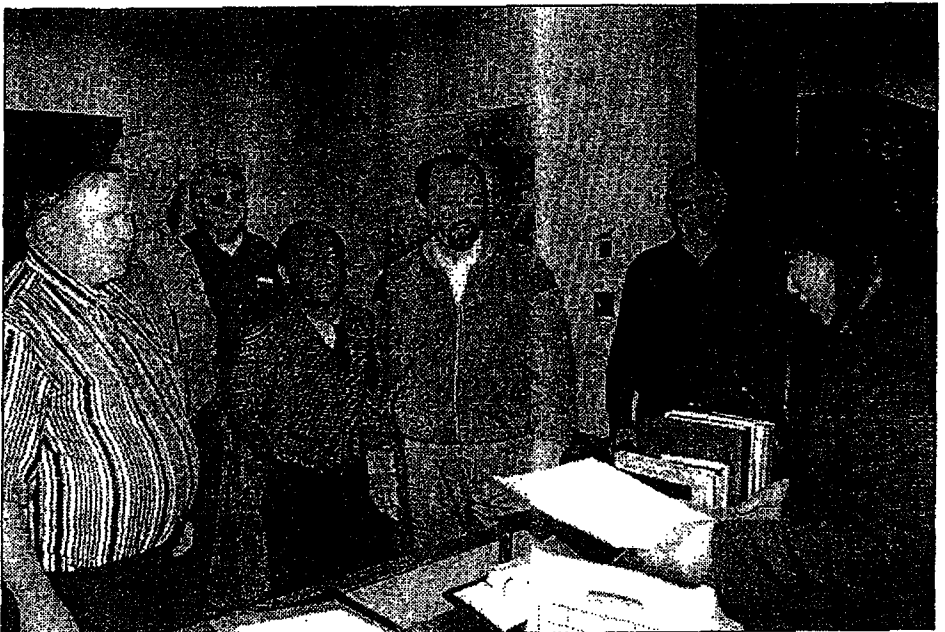
Wilson said the city does not have the money to build a new police and fire station, much less a public development such

as a new park which would need maintenance.

The commercial development is expected to generate \$300,000 to \$400,000 in revenue a year for the city, according to city estimates. Wilson said that city would lose money if RFQC's initiative passes. RFQC does not identify a funding source, she said.

Wilson said that City Council will likely vote to hold a special election as early as this summer to move the process along as quickly as possible.

"We'd like to get on with it, so we can get on with the development (of the property)," she said.



Residents for a Quality City members Bill Eisen, Bob Caldwell, Ron Freshman, Viet Ngo, Neil Boyer and Robert Blay submit their initiative petition to Manhattan Beach City Clerk Liza Tamura Tuesday.

*(photo by Chris Miller)*

Manhattan Beach Residents for a  
**SMALL TOWN DOWNTOWN**  
*"working to save our small town atmosphere"*

NOV 21 2000

November 17, 2000

Richard Thompson  
Community Development Department  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, California 90266

Re: Civic Center/Metlox Development Project Draft Environmental Impact Report

Dear Mr. Thompson:

This letter is submitted on behalf of Manhattan Beach Residents for a Small Town Downtown ("STDT"), and it contains STDT's comments on the Draft Environmental Impact Report for the Civic Center/Metlox Development Project, published on October 2, 2000 ("DEIR"). Our comments focus on four main issues—transportation/circulation, noise, views and land use.

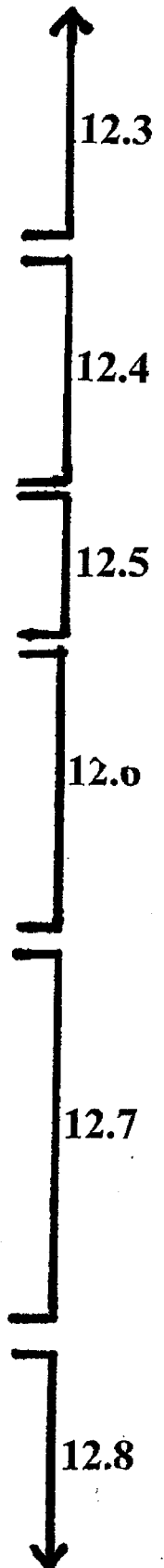
Traffic

The DEIR contains a number of inaccurate assumptions and conclusions regarding both existing conditions, potential impacts and the feasibility of proposed mitigation measures.

1. Existing conditions. The DEIR fails to acknowledge the severity of existing traffic problems in intersections to be impacted by the project. Table 14, page 127 gives the accepted definition for LOS E as "[s]evere congestion with some long-standing lines on critical approaches. Blockages of intersections may occur if traffic signal does not provide for protected turning movements." On page 124, the DEIR states that LOS D is "the level for which a metropolitan area street system is typically designed"; while LOS E "represents volumes at or near roadway capacity" (emphasis added). All of these comments and definitions establish that a LOS E is an unacceptable traffic situation. Yet, the DEIR then goes on to presume that anything LOS E or below is operating "within capacity" (page 125) and therefore acceptable. This level of traffic congestion, however, is not acceptable. To be operating at capacity and have "severe congestion" is not acceptable where all the traffic must pass through residential areas, past elementary schools, and affects our quality of life. Also, by definition, adding any traffic at all to a roadway "at capacity" would result in further adverse conditions. Thus, the following intersections should be considered to have unacceptable levels of traffic under existing conditions: Marine Avenue and Highland, Valley Drive and Blanche Road, Ardmore Avenue and Marine/Pacific Avenues, Marine Avenue and Sepulveda, Highland Avenue and 15<sup>th</sup> Street, Manhattan Beach Blvd. and Valley/Ardmore, Manhattan Beach Blvd. and Sepulveda, and Ardmore Avenue and 2<sup>nd</sup> Street.
2. Significant traffic impacts. The DEIR significantly underrepresents the adverse traffic impacts that would result from the 90,000 square foot project.
  - Winter weekdays. The DEIR fails to address the significant traffic impacts from LOS F and E ratings that Table 20 shows will occur at four intersections: Marine Ave. and Highland Ave., Valley Dr. and Blanche Road, Marine Ave. and Sepulveda Blvd., and Ardmore Ave. and 2<sup>nd</sup> Street. Several of these intersections (Marine and Sepulveda and Manhattan Beach Blvd. and Sepulveda) are the primary routes to the project and are already at LOS F under existing conditions. The others would move from LOS E to F or

from LOS D to E. The project proposes to add 3,442 weekday trips to the area, in addition to the cumulative increase in traffic at the estimated 2% annual rate of increase. Just because the traffic is already at LOS F or headed that way does not excuse the DEIR from addressing the impacts—thoughtful review and analysis is even more necessary in that case because you are making a bad condition worse. The DEIR is incorrect in stating that the “incremental change in CMA value . . . is minimal” and the impact not significant for those intersections. (page 153). At LOS F, and even LOS E, the addition of 3,442 additional trips is certainly significant and must be both acknowledged and mitigated.

- Summer Weekdays. As with the Winter Weekday section addressed above, the DEIR fails to acknowledge significant traffic impacts at numerous intersections that are shown in Table 21. LOS F conditions or changes of service to LOS F or E are shown at the following intersections: Marine Avenue and Highland, Valley Dr. and Blanche Road, Ardmore/Marine Ave. and Pacific, Marine Ave. and Sepulveda, Manhattan Beach Blvd. and Sepulveda Blvd., and Ardmore Ave. and 2<sup>nd</sup> St. The addition of 3,442 additional trips to these intersections, is enormously significant and must be addressed and mitigated in the EIR.
  - Summer Weekends. The DEIR fails to acknowledge or provide mitigation for the Marine Ave. and Sepulveda intersection, which is at LOS F already for Saturdays and would change from an LOS D to LOS E for Sundays with the proposed project. As discussed above, the addition of traffic from the project to this already very congested intersection would be a significant traffic impact that must be addressed and mitigated in the EIR.
3. Summer period is critical to our quality of life. In addition to failing to acknowledge numerous of the significant traffic impacts the project will cause during both winter and summer, the DEIR attempts to trivialize the unavoidable significant traffic impacts it does identify because those impacts would occur primarily in the summer months (“only” 25% of the year as compared to 75% for the winter months). (page 160). We strongly disagree that those impacts should be discounted because they only occur in summer. The truth is exactly the opposite—summer is the most important time of the year for residents. Summer at the beach is one of the primary reasons for choosing to live in Manhattan Beach. The summer traffic impacts should in fact be more heavily weighted than those that occur in winter because they more adversely impact the quality of life for residents in our town.
  4. Neighborhood Traffic Impacts. The DEIR fails to address the significant traffic and parking impacts that will occur in surrounding neighborhoods from downtown business’ employees parking on adjacent residential streets. At various public hearings throughout the process, residents have testified about the significant problems from cut-through traffic and parking by downtown business’ employees. There is little or no long term parking in downtown for downtown business’ employees. The new parking garage will presumably also be metered or expensive hourly parking. This type of short term parking does not serve employees who must be at their jobs all day and cannot be out moving their cars or feeding meters every few hours. Thus, the large majority of downtown business’ employees park on adjacent residential streets. These problems will intensify with the addition of more restaurants, the hotel and retail establishments with the proposed project. Merely proposing that employee parking programs “shall be considered” (page 160) does not satisfy CEQA requirements for providing specific and feasible mitigation measures. (Please also see “Land Use” discussion below).
  5. Rosecrans and Sepulveda. The DEIR is inadequate because it fails to analyze the traffic impacts of the proposed project at the Rosecrans and Sepulveda intersection, a Congestion Management Program (“CMP”) intersection. The DEIR attempts to justify this by stating that the intersection is one and half miles away, and it also incorrectly assumes that the proposed project would add only five peak-hour trips to the intersection. These assumptions are incorrect for two reasons. First, despite its relative distance from the actual project location, Rosecrans is in fact one of only three main access routes into downtown Manhattan Beach. It



is also the only direct route from the 405 Freeway, where it is the only exit Southbound that is labeled "Manhattan Beach." The large majority of streets between Manhattan Beach Blvd. and Rosecrans are closed to through traffic at Sepulveda or are small residential streets with signage prohibiting non-residential traffic. Moreover, the Rosecrans corridor is a significant source of business for the downtown commercial district. The corridor is lined with office buildings whose employees shop and eat in downtown Manhattan Beach both at lunch and in the evenings. It is incorrect to assume that only five cars or less will use Rosecrans to get to the new restaurants and retail establishments in the proposed project. This intersection is also already very congested, certainly at least LOS E and possibly LOS F, so the additional

6. Proposed traffic mitigation measures do not satisfy CEQA. The DEIR is inadequate because the traffic mitigation measures it proposes are either (1) infeasible, (2) would create additional significant adverse impacts that are not addressed in the EIR or (3) are not sufficiently specific and analyzed in the DEIR to satisfy CEQA.

The proposed mitigation measures for Highland and 15<sup>th</sup> and Highland and Manhattan Beach Blvd. are both infeasible. "Feasible" is defined by CEQA as "capable of being accomplished in a successful manner." (CEQA Guidelines section 15364, 14 C.C.R. 15364) These mitigation measures fail to satisfy this requirement because they would involve eliminating valuable on-street parking and street amenities, for which there is no compensation in the proposed project parking scheme. Widening the road in this area is also infeasible because it would involve demolishing valuable downtown landmarks like the Kettle or the Manhattan Sports building. No city council is going to approve such action. If the mitigation measures are not realistic and feasible, CEQA requires that the impact be defined as an "unavoidable significant impact" so that the council and the public are aware of the potential effects of the proposed project.

With regard to Manhattan Beach Blvd. and Valley/Ardmore and Highland and 13<sup>th</sup>, suggesting that certain mitigation measures could be taken "if warranted based on actual traffic counts after the project is developed" (pages 159 and 160) does not satisfy the CEQA requirement that an EIR present mitigation measures that are specific and effective. The consultant has already identified the potential impact and has the traffic data and the models to determine if the proposed mitigation measure will address the identified impact. The EIR must analyze the proposed mitigation measures before the project is developed. In fact, that is the whole point of the CEQA process. To leave a mitigation decision until after the project is developed defeats the entire purpose of CEQA and violates the statutory requirements regarding mitigation.

Noise. The DEIR states that the Town Square will be used for pre-approved programs of activities including live music and performance, children's readings and school performances, street performers and a Farmer's Market. Presumably most of these activities would involve amplified sound. The DEIR does not provide any analysis or mitigation measures for protecting nearby residential uses from significant noise impacts that would arise from amplified sound. The DEIR's discussion of "nuisance noise" (page 180) does not sufficiently address this issue because "nuisance noise" addresses only existing ambient noise from the downtown commercial district, i.e. from restaurant patrons, pedestrians, trucks, etc. The existing conditions downtown on or around the proposed project site do not create any amplified sound. The amplified sound that would occur with the programming proposed for the Town Square must be analyzed and mitigated to protect neighboring residences.

Views. The proposed project will have significant adverse impacts on views and aesthetics in two ways that are not sufficiently analyzed by the DEIR. First, the entire project will be built to 30 feet high, which is 4 feet taller than all the other buildings downtown. Thus, it will produce an entire block of buildings that are significantly taller than all the surrounding buildings, which will make them visually very imposing, potentially block views and prevent the project from blending in with the rest of downtown.

Even more troubling is the 70 foot lookout tower, for which a height variance will be required. This tower will not only obstruct views, it will change forever the "skyline" view of Manhattan Beach looking out towards the ocean. The tower will be over twice as tall as any other building downtown. The

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tower unequivocally is an unavoidable significant adverse impact of the proposed project that must be analyzed and mitigated by the EIR. (See also "Land Use" discussion below).

**Land Use.** The proposed project would create several significant adverse land use impacts that are not sufficiently analyzed by the DEIR. As discussed above, the proposed project would exacerbate adverse traffic and parking problems in surrounding residential neighborhoods by contributing to the existing downtown business employee parking overflow (see "Traffic—Neighborhood Traffic Impacts" above). This impact would violate the LCP commercial district regulations that require that a new project "minimize the impact of commercial development on adjacent residential districts" and that it provide "adequate offstreet parking." (page 95). The proposed 30 foot building height and the 70 foot tower violate Policy 1.1 of the City's General Plan by obstructing ocean views, jeopardizing the privacy of adjacent residences, and failing to preserve the low-profile image of the community. (page 99; see also Views above). In addition, the City has not completed any economic analysis of the potential impact of the proposed project on the viability of existing small businesses downtown. The City has been experiencing significant business turnover downtown as small businesses are driven out of the market by rising rents and competition. The City needs to include some economic analysis in the EIR to show that it has addressed Policy 4.1 of its General Plan, requiring the City to protect small businesses that serve City residents.

**A Reduced Density project is the Superior Project Alternative.** A reduced density project is the superior project alternative that should be adopted by the EIR. It is the alternative that both significantly decreases the adverse impacts of the proposed project and provides a beneficial use of the Metlox site. The DEIR correctly states that the Reduced Density Project Alternative would decrease the significant adverse traffic impacts of the project by decreasing the number of daily vehicle trips in downtown by over 30% (over 1,000 cars daily). Reducing the density further, as has been proposed previously by STDT, would decrease the impacts even further. The alternative mixed-use development would not significantly decrease traffic impacts because it would only result in an approximately 300 car decrease (less than 10%) in vehicle trips. A reduced density project would also reduce the number of employees servicing the project and thereby reduce residential parking problems (although STDT still feels that an employee parking program should be adopted to benefit all of downtown). In addition, we believe that the economic analysis that supposedly is forthcoming from the city will also support our position that a reduced density project is necessary to ensure that the development complement and benefit our downtown business district, rather than overwhelm it.

STDT has consistently fought for reduced density on the Metlox site as a way to ensure that the project benefits all sectors of our community—residents, downtown business owners and the City's revenue needs—and to maintain the integrity and quality of our small town downtown. Although we do not believe that the specific reduced density project proposed by the DEIR is desirable, the final project design and mix of uses do not need to be decided for the purposes of the EIR. We are hopeful that with additional thoughtful analysis and design an attractive and appropriate reduced density project could be developed.

Thank you for your time and consideration of our comments.

Sincerely,

  
Marika F. Bergsund  
Manhattan Beach Residents for a Small Town Downtown

cc: Mayor Tim Lilligren  
Council Member Steve Napolitano  
Council Member Joyce Fahey  
Council Member Walt Dougher  
Council Member Linda Wilson  
Garrison Frost – *The Beach Reporter*  
Dan Bialek – *Easy Reader*

## Richard Thompson

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**From:** Aguilar, Paul G [AGUILAP2@sce.com]  
**Sent:** Tuesday, November 07, 2000 11:42 AM  
**To:** 'metloxproject@ci.manhattan-beach.ca.us'  
**Subject:** Metlox project.

Hello ~

I was wondering how I would find out about the space availability on this project, and what permits, etc. I would need for a small restaurant in that area. Please email me at Aguilap2@sce.com <mailto:Aguilap2@sce.com> or Aguilarc@gte.net <mailto:Aguilarc@gte.net>  
Thanks, Paul Aguilar.

] 13.1

## Richard Thompson

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**From:** Jraldinger@aol.com  
**Sent:** Wednesday, November 22, 2000 4:40 PM  
**To:** metloxproject2@ci.manhattan-beach.ca.us  
**Cc:** james.aldinger@hsc.com  
**Subject:** Metlox EIR comments

### Comments on EIR:

Overall I think the information was very informative especially the information on traffic.

There a couple of things that need to be addressed:

- 1) The impact to surrounding neighborhoods, especially in the area east of the project, could be substantially impacted. The assumption that the streets are narrow and confusing says that our residents are not capable of finding shortcuts. We know they are fully capable. Without detailed analysis this is a hasty conclusion. Putting up signs we also know does not work.
- 2) Regarding mitigation measures on page 63 of the traffic supplement (Highland Ave at 13th St.) -"secondary impacts at other intersections from these restrictions would apply." These secondary impacts need to be evaluated.
- 3) Regarding the comment that "summer months are only 3 months out of the year" and the corresponding assumption that they are less important because of their duration one could draw the opposite conclusion: the summer months are when we all get out and enjoy the beach and we should try and limit the traffic especially during those months and not worry the rest of the year.
- 4) The last comment is the definition of significant. The EIR says that C&A and the city of Manhattan Beach came up with this definition that for an impact to be significant it would only be and E or F rating (i.e. above 0.9) I think there are is one instance where the increase in traffic is 16.8% and a couple of instances where the increase is on the order of 10%. These also seem significant to me.

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14.4

Jim Aldinger  
310-364-5663  
310-376-9264  
james@aldinger.com



## Richard Thompson

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From: frandyb@earthlink.net  
Sent: Thursday, November 23, 2000 11:47 AM  
To: metloxproject2@ci.manhattan-beach.ca.us  
Subject: Metlox Project Feedback.

Comments on the Draft EIR (SCH #99121090) on the Manhattan Beach Civic Center/Metlox Development.

From Frank Belz and Judy Kerner, Manhattan Beach residents.

The following comments pertain to the "sufficiency of the document in identifying and analyzing the possible impacts on the environment" (cf, DEIR Introduction, subsection entitled "PUBLIC PARTICIPATION").

1. {Reference: V. Environmental Impact Analysis, F. Transportation/Circulation, subsection entitled Regional Transportation System Impacts}

According to the report, "The traffic impact analysis (TIA) requires that all freeway segments where a project adds 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP [Congestion Management Program] intersections where the project will add 50 or more trips during the peak hour. For the purposes of the CMP, a significant traffic impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F."

Then the report considers the impact on "the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue", and the report states that "it is estimated that the project would add at most five peak-hour trips to either intersection."

Comment.

- In our opinion, this analysis is too narrow.
- Other CMP intersections, such as those between the project and the nearest I-405 accesses, should also be considered.
- Specific intersections not considered are under extreme LOS impact already
- The intersection at Aviation and Rosecrans is an example. At this intersection, even five peak hour trips could have the impact of "worsening LOS F".

At this intersection we already have frequently seen (during peak hours) northbound traffic on Aviation backed up in the left lane to Marine, due to vehicles unable to turn left (west) onto Rosecrans, because Rosecrans westbound was too congested.

- The CMP standards themselves are not adequate.
- At Aviation and Rosecrans, less than two percent increase in traffic demand surely will worsen LOS F during peak hours.
- Principal conclusion: The EIR should also consider the potential impact of the project on these excluded intersections.
- Additional question/conclusion: The project is only one of a set of potential developments that will/may impact Rosecrans. Have EIRs been prepared in the past for these other developments? Certainly they should be in the future.

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2. {References: V. Environmental Impact Analysis, C. Land Use and A. Aesthetics/Views }

The Land Use section of the DEIR describes various categories of land use, and (among other things) maximum height restrictions. Repeatedly, the DEIR identifies a "Lookout Tower element" to be included in the Town Square, which will be "at a height not to exceed 70 feet." The Town Square is to be developed on land designated PS Public and Semi-Public District, which has a height restriction of 30 feet. The only comment made in this section of the DEIR about the lookout tower is that it will require a variance if it is to be built.

The Aesthetics/Views section discusses the impact of the tower on a limited set of views, applying an apparently limited set of criteria. The photos of the views do not have an indication of where the tower would be so that the assertions can be validated.

Comment.

The project proposes to build a tower that exceeds (by as much as forty feet) the current height limitations. The DEIR should evaluate (and justify visually by drawings or annotations on photos) the impact of a 70-foot tower with respect to additional views and should include additional criteria in the evaluation.

The Aesthetics/Views section:

- only considers views from very nearby properties, doesn't address impact on downtown skyline from a distance
- only considers ocean views and building facades, doesn't look at impact on view of skyline. Currently the only tall artifacts are trees and thin telephone and electric service poles.
- determination of "less than significant" impact of tower on partially obstructed views (see View No. 4) is not supported by convincing rationale.

15.3

10-25-00

City Council  
Re: Metlox Property

10/27- cc: Council  
Buff  
Rich T.

RECEIVED  
OCT 27 2000  
CITY MANAGER'S OFFICE

I read in the Beach Reporter about the EIR study and how they recommend the 60,000 sq. ft over the 90 or 110,000. They also say as I can attest to that we do have a traffic problem. You cannot go North or South out of Manhattan Beach in the AM or PM without SITTING in traffic. Adding 200 plus cars is going to make it all the more miserable. You say the noise and the traffic from enlarging LAX will impact Manhattan Beach and that is 5 miles North of us. This will be in the center with people coming and going all the day and night. However, this in the Council's esteemed opinion will not effect my life of the daily Commute.

16.1

If anything Commercial is built there it should be Business complex with minimal retail and restaurant if ANY at ALL. Aviation, Sepulveda, Highland (Vista Del Mar), and Rosecrans are already severely congested. My vote is for the smaller the better with more green space or parking.

16.2

When a residence is build, we are made my Manhattan Beach to put a parking space with every so many square feet. You have spent the last 5 to 7 years converting small businesses into restaurant/bars with absolutely NO PARKING required. Why do they get the exemption and we the residents do not. Take out's go to sit down, hardware go to restaurants, COOKIE POST go to restaurants and the list go on. Not one of these restaurant/bars was considered to have to put in parking. WHY?

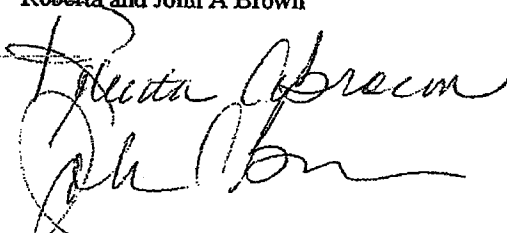
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I don't know why I waste my time with this City Council—they ask and never listen to the residents. As a Woman said the other day, we listen to the council and the planning commission put restrictions on the CUP's to appease the residents at the time and then they usually ignore the enforcement of them.

16.4

I am mailing this with little hope you will pay attention to this plea. Manhattan Beach politicians are as bad as Washington is. They think they know what is better for us then we do and you are actually OUR EMPLOYEES. Too bad we just can't fire you.

Roberta and John A Brown

  
JOHN A. & ROBERTA A. BROWN  
4108 HIGHLAND AVE. #B  
MANHATTAN BEACH CA 90266

OCT 27 2000

Manhattan Beach Community Development Agency  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Civic Center / Metlox Development  
Draft Environmental Impact Report  
State Clearinghouse No. 99121090

November 22, 2000

My family and I have lived in the downtown areas for the last 7 years. We were able to participate in the original strategy meetings and several subsequent events the City organized in their effort to determine the fate of the Metlox property. We have generally supported the City's effort to develop the property consistent with the small town scope of our local community. I would like to address the Draft Environmental Impact Report (DEIR) and provide comments that represent the local downtown residents. I am providing these comments and circulating a similar version of the comments to my surrounding neighbors for their potential signature. However, with the Thanksgiving Holiday I know many that were simply not able to provide written comments or sign a comment document.

17.1

There are several areas of potentially significant environmental impacts that were not revealed in this DEIR. These areas include, but are not limited too, vehicle and pedestrian traffic at Manhattan Beach Blvd (MBB) & Morningside Drive, increased parking demands on residential streets surrounding the downtown area, inadequate assessment of parking impacts to downtown businesses, and an increase in pedestrian traffic. Where applicable, I have made suggested changes to the proposed mitigation measures.

17.2

All of the proposed alternatives will have significant impacts to local traffic patterns and parking needs in the downtown area. Obviously, the Civic Center only Alternative will have the least effect to local residents. However, the impacts in all alternatives were not always adequately recognized, addressed, or mitigated in the DEIR. For example, the DEIR states, "*unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season.*" (Pg. 15). These two intersections are identified as MBB & Valley Drive and MBB & Highland Avenue but the intersection between these two intersections (MBB & Morningside) is excluded. The thought that the completion of a potentially 90,000 square foot commercial market place will not unavoidably impact a bordering intersection is absurd. It should call into question the remaining traffic study data and City staff should demand that contingency measure be identified and acceptable mitigation measures implemented in the event significant impacts are realized.

17.3

NOV 22 2000

Traffic patterns in the downtown area were not adequately addressed partially because of how the Level of Service (LOS) is defined. According to the DEIR page 125, *"it should be noted that LOS values are defined to represent standard roadway movements in typical urban communities and do not take into consideration specific area characteristics according to land uses"*. Manhattan Beach is not the typical urban community and vehicles entering, leaving, or waiting for a parking space often affect traffic. And, vehicles are often hindered because of large volumes of beach pedestrians and these effects to traffic are not identified in the LOS.

Local residents have seen vehicle traffic (number of trips) and parking problems significantly increase over the last few years. Residents on 10<sup>th</sup> and 11<sup>th</sup> Streets generally attribute this to the construction of the Noah's, Jamba, and Peet's building at the intersection of MBB & Morningside with no on site parking. The proposed Metlox project will have a significant cumulative effect to this area that has already seen substantial change over the last few years.

Furthermore, the DEIR does not appear to have adequately addressed the true parking needs all of the downtown area. Although minimum parking code requirements may have been met for the actual project site, the DEIR does not address the fact that parking lots (i.e., lot 5 and lot M), currently used to alleviate parking needs in downtown, will be removed. The overall net effect to the existing parking supply in the downtown area is a reduction that will significantly impact the nearby use of residential streets. This potential effect was not addressed and the associated impacts were not properly disclosed and thus, not mitigated in the DEIR.

For years, local residents have struggled with noise and trash from local businesses (mostly alcohol serving establishments). As indicated on page 16, *"significant noise impacts would still remain at sensitive noise receptors"*. These sensitive noise receptors are our homes and this project has the potential of significantly destroying the quiet residential areas around downtown if not managed properly. Although, my neighbors and I have consistently attended City Council meeting and called the MB Police regarding noise problems from businesses on Manhattan Avenue, our area was not even considered an effected area. Again, it is absurd that this project will not significantly impact our neighborhood when we have had occasional problems in the past. The DEIR must set up contingency measures that would be implemented if this project causes an increase in trash and noise in surrounding neighborhoods. These contingency measures should have predetermined action levels such that mitigation measures would be implemented in the event impacts are realized. In addition, mitigation should continue until the impacts are reduced to a level below significance and must be set up such that measures are enforceable and should include some type of pre-construction monitoring to establish pre-project levels.

Noise mitigation during construction (DEIR Pg. 20) should include a restriction on noise hours that is potentially more stringent than general city code because of the size of this project and the proximity to residential properties. In addition, the words "when

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feasible" should be replaced with "if possible" in noise mitigation measures (bullet items 6 & 7, Pg.21).

Traffic mitigation measures are unacceptable. The proposed mitigation measures involve expanding the roadways, doubling turn pockets, and potentially acquiring right-of-way at the intersection of Highland Avenue and MBB. Local downtown residents oppose the idea of expanding the roadways and increasing the number of vehicles in downtown. The project should be scaled down until local traffic, parking, and pedestrian issues can be adequately addressed.

Neighborhood traffic problems are not identified as a potential impact (DEIR Pg. 26) because; "cut-through routes...are confusing...and narrow roadways which do not facilitate a clear cut-through path...". The author of this section of the report does not likely live in the Sand Section of Manhattan Beach. Significant measures have had to be take by the City in the El Porto area due to commuter traffic using narrow streets, alleys, and parking lots to avoid traffic. Furthermore, parking problems in the project area will force people into the surrounding neighborhoods looking for "free" parking.

In addition, this project appears to have a potential for inducing growth in our small town according to the legal constraints defined by CEQA. This growth inducement potential should be studied further and appropriate mitigation measures established.

I would urge the City of Manhattan Beach to adopt the Civic Center only alternative or an even smaller commercial development with appropriate mitigation measures.

Respectfully submitted,



James C. Burton  
328 11<sup>th</sup> Street  
Manhattan Beach, CA 90266

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Civic Center / Metlox Development  
Draft Environmental Impact Report

November 21, 2000

Community Development Agency:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) in accordance with the California Environmental Quality Act (CEQA).

We the undersigned believe that the proposed Metlox Project will have significant impacts to local noise, traffic, and parking needs that were not addressed nor mitigated in the DEIR. For example, the DEIR states, *"unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season."* (Pg. 15). These two intersections are identified as MBB & Valley Drive and MBB & Highland Avenue but the intersection between these two intersections (MBB & Morningside) is excluded. Those of us who use MBB & Morningside daily realize that the vehicle and pedestrian traffic have significantly increased simply since the completion of Noah's Bagels, Jamba Juice, & Peet's Coffee on the old Beach Liquor site. The thought that the completion of a potentially 90,000 square foot commercial market place will not unavoidably impact a bordering intersection is absurd. It should call into question the remaining traffic study data and City staff should demand that contingency measure be identified and acceptable mitigation measures implemented in the event significant impacts are realized.

Furthermore, the DEIR does not appear to have adequately addressed the overall parking needs of the greater downtown area. Although minimum parking code requirements may have been met for the actual project site, the DEIR does not address the fact that parking lots (i.e., lot 5 and lot M), currently used to alleviate parking needs in downtown, will be removed. The overall net effect to the existing parking supply in the downtown area is a reduction that will significantly impact the nearby use of residential streets. This potential effect was not addressed and the associated impacts were not properly disclosed and thus, not mitigated in the DEIR.

In addition, the DEIR does not adequately address the impact of pedestrian traffic on surrounding neighborhoods and the effect these pedestrians have on vehicles at the intersection of MBB and Morningside Drive (an intersection without signage). For years, local residents have struggled with noise and trash from local businesses (mostly alcohol serving establishments). As indicated on page 16, *"significant noise impacts would still remain at sensitive noise receptors"*. These sensitive noise receptors are our homes and this project has the potential of significantly destroying the quite residential areas around downtown if not managed properly. The DEIR must set up contingency measures that would be implemented if this project causes an increase in trash and noise in surrounding neighborhoods. These contingency measures should have predetermined action levels such that mitigation measures would be implemented in the event impacts are realized. In addition, mitigation should continue until the impacts are reduced to a level below

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significance and must be set up such that measures are enforceable and should include some type of pre-construction monitoring to establish pre-project levels.

We believe there are significant deficiencies in the way the DEIR has addressed the needs of residents in close proximity to downtown. We urge the City of Manhattan Beach - Community Development Department to re-examine the projects potential increase in noise, traffic, and pedestrians that will significantly impact our neighborhood. In addition, we ask the Community Development Department to include acceptable contingency measures and adequate mitigation with assigned action levels that will be implemented in the event impacts are realized such that they reduce the impact to below a level of significance. Obviously the smaller the final approved project the better.

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- | NAME                           | ADDRESS                                      |
|--------------------------------|--|
| 1. <u>JIM BURTON</u>           | <u>328 11<sup>th</sup> STREET MB, CA</u>     |
| 2. <u>HENRIETTA STEPHENSON</u> | <u>329 - 11<sup>th</sup> Manhattan Beach</u> |
| 3. <u>G. B. B. B.</u>          | <u>341 - 10TH ST. MB, CA</u>                 |
| 4. <u>STEVE LAZAR</u>          | <u>337 10<sup>th</sup> St. MB Ca.</u>        |
| 5. <u>Bruce Summers</u>        | <u>333 11<sup>th</sup> St., MB.</u>          |
| 6. <u>LORETTA SUMMERS</u>      | <u>333 11th St., MB</u>                      |
| 7. <u>D. J. MARSEE</u>         | <u>1035 Morningside Dr.</u>                  |
| 8. <u>D. J. MARSEE</u>         | <u>1035 Morningside Dr.</u>                  |
| 9. <u>MICHELLE D. BURTON</u>   | <u>328 11<sup>th</sup> ST. MB</u>            |
| 10. <u>M. L. HEARING</u>       | <u>320 11<sup>th</sup> St., #3</u>           |



## Richard Thompson

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**From:** p chase [plgchase@hotmail.com]  
**Sent:** Tuesday, November 21, 2000 8:39 PM  
**To:** metloxproject2@ci.manhattan-beach.ca.us  
**Subject:** Metlox Project Feedback.

Questions regarding the EIR report on any size development of the Metlox site:

1// Why was the July 13-17 traffic strip placed AFTER the entrance to the one-way alley on 13th Street—thereby avoiding an accurate count of vehicles taking the alley to access the parking behind businesses east of Highland between 12th and 13th Street (chiropractor, insurance agency, law firm, numerous others, and the Bank of America), as well as businesses on 12th place?

2/ If Valley and Ardmore are made two-way from 15th to Manhattan Beach Blvd. and a single entrance/exit off Valley into the Metlox site is designed, would traffic be better contained and better redirected onto Manhattan Beach Blvd?

3/ Would a single entrance/exit off Valley retain the integrity of the smaller surface streets that surround the Metlox site?

4/ Would traffic signals on 13th Street@Highland and on Morningside@Manhattan Beach Blvd. be avoided if 13th Street is not extended through to Valley, and a single entrance/exit to Metlox is restricted to Valley only?

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November, 21, 2000

Community Development Department  
City of Manhattan Beach  
cc. City Council Members

My concern is simple. The entire EIR was conducted the during the 20 month sewer project, which physically shut down west bound Marine between Aviation and Pacific. The Marine corridor shut down was not factored properly. As a result of numerous traffic diversions from entry points along Sepulveda and Rosecrans the Marine Corridor is already at capacity. The downtown project will heavily impacted Marine as the conductor of additional traffic volumes to Valley and Adrmore.

20.1

  
Jeri Dearden  
2500 Pine Ave.  
Manhattan Beach  
310-545-0921

RICHARD THOMPSON

11/20/2000

RE: METLOX EIR

I HAVE ALWAYS SUPPORTED COMMERCIAL DEVELOPMENT ON THE METLOX PROPERTY, HOWEVER I AM SURE THAT A 90,000<sup>#</sup> OR A 120,000<sup>#</sup> DEVELOPMENT PLAN WOULD CAUSE AN UNACCEPTABLE LEVEL OF TRAFFIC IN OUR DOWNTOWN, AND WOULD CHANGE ITS UNIQUE CHARACTER. I THINK THAT 55,000<sup>#</sup> PLUS, OR MINUS WOULD BENEFIT THE CITY WITHOUT CAUSING SUMMER GRIDLOCK. IN MY OPINION THE IDEAL USE FOR THE PROPERTY WOULD BE AN INN OR B+B TYPE HOTEL USE, WITH A RESTAURANT. THERE IS NO SUCH FACILITY IN OUR DOWNTOWN AREA AND HOTEL OCCUPANTS WOULD SPEND MUCH OF THEIR TIME WALKING TO THE BEACH & OUR SHOPS AND RESTAURANTS INSTEAD OF DRIVING AROUND.

21.1

I WORK IN DOWNTOWN MANHATTAN BEACH, AND IN THE SUMMER MANHATTAN BEACH BLVD IS OFTEN SO JAMMED UP WITH TRAFFIC THAT IT IS LIKE A PARKING LOT.

MIKE DUNITZ  
1440 10<sup>TH</sup> ST.

MB

(310) 376-1112 X109

NOV 20 2000

November 21, 2000

Richard Thompson  
Community Development Department  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Re: Civic Center/Metlox Development Project Draft Environmental Impact Report

Dear Mr. Thompson:

This letter is in response to the Draft Environmental Impact Report for the Civic Center/Metlox Development Project, published on October 2, 2000 (DEIR). I am very concerned that the DEIR conclusions minimize, negate and do not acknowledge a number of very serious impacts.

**TRAFFIC** at LOS E and LOS F at many intersections throughout the city is totally unacceptable. The assertion that LOS E is 'within capacity' is very misleading when you consider that LOS E includes "severe congestion".

It does not matter that these conditions currently exist and therefore are not single-handedly caused by development at the Metlox site.

It does matter that development of a 90,000-sq. ft. commercial project will only exacerbate the situation AND that the mitigation measures presented by the DEIR are infeasible and/or insufficient to solve the problem.

It does not matter that the most significant traffic impact only exists 25% of the time – during the summer months. It does matter that summer represents the 75% of the time that residents of the community want to spend downtown. Therefore, traffic impacts that cannot be mitigated during this period are most critical and should be considered unacceptable.

All of the following intersections will suffer negative impacts by the addition of 3,442 trips/day as presented in the DEIR. These impacts must be acknowledged and mitigated:

Marine and Highland  
Valley Drive and Blanche Rd.  
Ardmore Avenue and Marine/Pacific Avenues  
Marine Avenue and Sepulveda  
Highland Avenue and 15<sup>th</sup> St.  
Manhattan Beach Blvd. And Valley/Ardmore  
Manhattan Beach Blvd. And Sepulveda  
Ardmore Avenue and 2<sup>nd</sup> St.

In addition to serious traffic problems, **VIEWS** will also incur severe impacts and cannot be mitigated if the project is to proceed as proposed. This includes buildings that will stand 4 ft. taller than the rest of downtown and also contain a 70 ft. tower. It is false to conclude that this will not affect views. It is obvious that this does not fit in and blend with the rest of downtown but that it would rise above it and change the landscape forever.

Finally, I'm concerned that an **ECONOMIC ANALYSIS** has not been included that would assess the impact on the existing businesses downtown. The EIR should address this matter.

Sincerely,

Susan A. Enk  
586 27<sup>th</sup> St.  
Manhattan Beach  
310/546-2678

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**Harry A. Ford, Jr.**  
**54 Village Circle**  
**Manhattan Beach, California 90266-7222**  
**Phone & Fax: (310-546-5117)**  
**E-mail: HarryFordManBch@aol.com**

Sunday, November 19, 2000 – Federal Express with confirmed receipt on Monday for overnight delivery and backup copy (without attachments) via the Internet to metloxproject@ci.manhattan-beach.ca.us

City of Manhattan Beach, Community Development Dept. ( per notice to provide written comments by 11/22),  
and Mayor Lilligren and City Council members Dougher, Fahey, Napolitano and Wilson  
1400 Highland Avenue, Manhattan Beach, California 90266-4795

Dear Community Development Department, and City council members:

**Re:** This letter constitutes public comments on the City of Manhattan Beach ("City"), Civic Center/Metlox Development Project ("Project") Draft Environmental Impact Report ("DEIR") dated October 5, 2000 with comments to be submitted no later than November 22, 2000. This letter should also be part of the public record for subsequent meetings of the City Planning Commission and City Council (Coastal Development Permit "CDP" or Local Coastal Permit ("LCP"), Master Land Use Permit ("MLUP"), Development Agreement ("MDA") and Fiscal analysis of the Project and it's impact on Downtown) on the Project.

The following is a transmittal letter summarizing my comments on the DEIR, which is followed by my actual comments for the DEIR. In my opinion, this DEIR does not adequately cover the significant environmental impacts on Downtown Manhattan Beach and the surrounding neighborhoods of a Project that could add over 25% to the Downtown commercial space and 54,332 square feet ("SF")(Table 2 – 60%) to the existing Civic Center. The DEIR fails to adequately consider the cumulative impacts of this project on the Downtown Commercial "CD" district and it's surrounding residential neighborhoods. The DEIR is intended to be a document of full environmental disclosure, but it fails in that regard. The DEIR also fails to present information to the public in a way that is meaningful and accessible. These failures take on added significance as the DEIR could be used to further intensify the already overdeveloped and underparked Downtown, with the exemptions (loopholes) in the Manhattan Beach Municipal Code ("MBMC") like those for parking for small developments that are exempt from providing on-site parking, and improperly using CEQA exemptions to not study the cumulative traffic and parking exemptions for new projects of the same type (intensifications of retail to restaurant (bars with alcohol) and fast food, etc.). As reported in the November 16, 2000 Beach Reporter, Hermosa Beach has declared a moratorium on new restaurants to study the impact of these intensifications on traffic, parking, crime and the surrounding neighborhoods. The City council of Manhattan Beach should adopt a similar moratorium and conduct a comprehensive traffic, parking and environmental impact analysis before the issues get out of control as has happened in Hermosa Beach.

I had hoped that the DEIR would be a pro-active document to achieve the vision of the DSAP (Exhibit C) for all of Downtown Manhattan Beach and serve as the planning tool for the mitigation for future development or intensification of Downtown. Unfortunately the DEIR appears to have been developed to only provide the minimum information to get the Project approved. This DEIR will take over a year (original DEIR issue date 3/22/00) and increase by 50% the cost of the original proposal which tells me the DEIR was not adequately scoped and managed. During this time, and the wasted time and money on the 140,000 SF Metlox plan, the City was adding \$25,000 per month of carrying costs on it's original investment in the property. In addition, the City has never produced a Return on Investment analysis ("ROI") on the project including all the costs (outside cost, staff costs, carrying costs, etc.) that have been occurred over the last two and a half years. Past studies and development projects along Sepulveda (Manhattan Village Mall/Target & Blockbuster, future ReMax building),

NOV 21 2000

Rosecrans (1800 Rosecrans, Manhattan Beach Studio's, Bristol Farms center and office buildings and Fry's), Aviation, Manhattan Beach Blvd., Highland, and Downtown always seem to have the "experts" indicating that there will be no problem with circulation and traffic and parking after development, but the actual result is traffic at a level of service of "F" (severe congestion – note even worse with last Sepulveda Corridor traffic study (1.9 – Exhibit E) and parking usually a problem. I am afraid this DEIR also is not in touch with reality.

At the November 15, 2000 City council meeting a citizen survey was presented by Godbe Research (copied section from report below). It certainly does not appear to me that the City is seriously interested in the concerns of the residents as it relates to development in general and the Downtown and the Project specifically, as evidenced by the 140,000 SF Metlox plan. The small town Downtown group had to go out and get thousands of signatures to stop the ridiculous 140,000 SF plan. Traffic, overcrowding/building, and parking issues are the essence of this Project, and prior intensifications since the 1988 General Plan, and they certainly have not been resolved to protect the small town community and insure future low crime levels and keep Downtown Manhattan Beach from becoming a huge regional draw like the 3<sup>rd</sup> Street Promenade in Santa Monica.

*The last substantive questions in the survey were designed to allow residents the opportunity to indicate the things they like most about the City of Manhattan Beach and the things that they would most like to change in the City to make it better. When asked to identify the one or two things they liked most about the City of Manhattan Beach, the most frequent responses were 'Small town community' (34%), followed by 'Safety / low crime' (33%), and 'Beach / Ocean' (32%). When asked to indicate the one or two changes that are most needed to make the City better, the category most frequently mentioned was 'Traffic control' (26%), followed by 'Over crowding / building' (18%), and 'Parking Issues' (16%).*

a) As further support of my concern on this issue, attached as Exhibit F; the Public Input section of the 1988 General Plan, where 1,010 residents responded (sorted by planning area)). The Key findings of the 2/16/88 Public input survey indicate on page IX-1 are; "Not surprisingly, the major concerns of the residents were: a) density of development, b) parking and c) traffic (both beach and commuter related)."

**12 years later it looks like Déjà vu, only more development with no traffic and parking solutions!**

The cumulative circulation impacts appear to be clearly underestimated, especially compared to prior studies like the 1988 City of Manhattan Beach General Plan ("MBGP" – select pages in Exhibit A) which showed 9 intersections Downtown with traffic levels of service of "F" and Manhattan Beach Blvd. and Highland Ave. estimated to exceed year 2000 traffic volumes. In addition, other parts of Downtown like Manhattan Ave. and Ocean Drive that will be affected by the Project were not even reviewed. In addition, the traffic data does not appear to reflect the "PEAK" conditions as referred to in the Christopher A. Joseph & Associates ("CAJA") proposal letter of July 14, 1999 (Page B-10). This is especially true for the winter weekends and days which according to this DEIR appear to also include spring and fall. Also, the traffic projections do not go out to 2020 per Caltrans. Do you really believe traffic has improved since the 1988 General Plan traffic data (PS: the City cannot find the detail studies (traffic) for the 1988 General Plan)?

The DEIR does not even refer to the flawed Downtown Manhattan Beach Parking Plan management report as presented to the City Council on 2/17/98 ("DPMR" – selected pages in Exhibit B) nor is it referenced in the DEIR. There is an inadequate review of the CEQA cumulative impacts on Downtown parking which has always been shared use parking. The flawed parking land use planning model the City purchased from Meyer Mohaddes in 1998 is not even utilized to project cumulative Downtown Parking (Exhibit B, page 57). The action items from the DPMR provided for updated parking counts on a quarterly basis (Exhibit B, pages 77 and 78) that have apparently not been done (no response to 11/8/99 request for public records as of 11/12/2000 – per response received 11/15/2000 no counts so staff ignoring Council action items just like after the 1990 parking study), thus depriving the public of empirical data to evaluate the year around Downtown parking situation. In addition, the City failed to provide Downtown parking counts when they were taking traffic counts in order to

insure consistent and meaningful cumulative circulation (traffic and parking) data. Table 13 of the DPMR clearly shows a significant increase in Downtown commercial space and there has been a tremendous intensification primarily from retail to higher use restaurant. In particular the high intensity restaurant (with alcohol) and fast food uses significantly exceed the LCP levels. Since these Downtown restaurants are in an area with an extremely high over concentration of alcohol uses, their addition is clearly to bring a regional draw to Manhattan Beach (with additional crime) as the City population has not increased significantly, and there are new restaurants that have not come been up to speed yet (Rock Fish, Waterman's grill, new Hennessey's, Beluga, Chipolte Mexican Grill (McDonald's franchise)). The 6,400 SF of Metlox restaurants and 1,800 SF of outdoor dining (with no parking/traffic forecast in DEIR for outdoor dining or the activities and draw of the Metlox Town Square) will materially increase the current negative environmental impacts. The City is likely to eventually see the same increase in crime as occurred in Hermosa Beach ("Barmosa"). The impacts of the regional draw can be seen in the Economic Impacts section of the Downtown Strategic Action Plan project ("DSAP") as prepared by MIG, Inc. and presented to the City council on December 17, 1996 (selected pages as Exhibit C). The public and business survey from the DPMR overwhelmingly shows that the business and public thought there was a parking problem Downtown, and also there was a merchant parking problem but the DEIR is inadequate as it does not adequately discuss those issues. Also, the DEIR is inadequate as it clearly under parks the Project. For example the DEIR shows 212 parking spaces on Metlox, but 165 employees so there are only 47 spaces for all the customers of the retail and restaurants and office during the week (cannot use the Civic Center as reserved for employees and Library parking). In addition, it still appears that the Civic Center is underparked (refer to my comments in my 1/11/2000 scoping letter – Appendix A). The DEIR also does not discuss how the vested rights in parking in Lot 5, and the heavily utilized temporary Lot M (Metlox) are going to be replaced in the Project or elsewhere in Downtown (190 spaces total). Also, the DEIR does not address the impact of having significant under parked areas in the western quadrant of Downtown where even if additional parking is provided on the Project will not effectively support the businesses in the western parking quadrants. This creates an unfair economic advantage for the Project, which the City is the owner of and approver of this DEIR, to the detriment of the other Downtown small businesses which the City is supposed to protect per the General Plan (Exhibit A – page LU-15). This is also discussed in the 19xx Metlox EIR, which is not referenced in the DEIR.

a) On November 15, 2000 I finally received the land use data detail that I had requested via a request for public records over a year earlier on 11/8/99 to support the data that was presented to the City Council on 10/26/99. As I suspected, there are obvious errors in the data. For example, the schedule is missing the 1219 Morningside office building (1201 Morningside is 9,360 SF + Advanced painting). Also, the schedule is showing bars like Hennessey's as 1 space per 75 SF, versus 1 space per 35 for entertainment (similar issues with the 2/17/98 Downtown parking report – DPMR). These clearly show that the Downtown inventory of parking of 1,444 spaces (DPMR page 57 – excluding the Civic Center) is clearly inadequate, especially as the Code is short parked (i.e. Skechers, Kettle, etc.) and it does not take into account peak periods like the regional draw of special events and nice beach days. The calculations on this schedule show a Code need for 2,067 spaces before adjusting for shared parking and the errors in the schedule (1,444 space inventory). The DPMR was not even referenced in the DEIR, and the cumulative peak parking impacts Downtown (including the inadequacies of the merchant parking program and weekly beach and Downtown events and the regional draw during nice beach days year around) have clearly been underestimated tainting the parking conclusions of the DEIR.

Unfortunately the City has also not produced the Downtown Economic Analysis (as of Nov. 11, 2000) that they contracted with ERA to produce in a four week time frame for \$10,000. The May 10, 2000 Memorandum from Shane Parker (CAJA) to the Civic Center /Metlox EIR subcommittee (meeting agenda - Exhibit D) indicates that the Economic Impact Study was (Delayed) with the comments (ERA needs additional baseline data from Bruce Moe, Finance Director, to complete the analysis. ERA also needs traffic data (assumptions) to ensure internal consistency s/patronage.) As of November 11, 2000 the Downtown Economic Study has not been

released and the City has not provided a date when it will be. Thus again, the City is not providing critical data in order to provide meaningful comments on the DEIR and evaluate it's conclusions. 23.5

Other areas where the EIR did not adequately address significant environmental issues are:

- 1) Aesthetics/Views: One only need look at the views in DEIR Figures 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 to see the numerous overhead utility lines and cellular towers, etc. that block the views around the project. The view photographs also don't show a good view of the alley south of parking Lot 3, and the utility poles between the library and Good Stuff, the light wires that criss cross 15<sup>th</sup> Street. The DEIR does not even address MBGP Goal 7: Encourage undergrounding of utility lines (Exhibit A). The Metlox tower is a view issue. Also, the 30 foot height of the development is inconsistent with the height limit of the majority of Downtown. Figure 23 on page 97 clearly shows that this project has a higher height limit than the Von's across the street and the rest of Manhattan Beach Blvd. This is a disaster from a design standpoint. Also, the 12<sup>th</sup> street view corridor is blocked under the current plans and I thought the goal was to be compatible (protect view corridors). 23.8
- 2) Impact on surrounding residential neighborhoods: The DEIR clearly does not protect the surrounding residential neighborhoods. There has been significant public testimony over the years on the impact of the Downtown on surrounding residential uses, but that was ignored in the DEIR. MBGP (Exhibit A) Policy 3.1 is to Annually review on-street parking in neighborhoods adjacent to commercial areas;...Policy 5.2 Require the separation or buffering of low density residential areas from businesses which produce....Policy 2.2 Develop neighborhood traffic control plans for those areas which experience the greatest spillover traffic impacts.....E. Parking: Institute a system of residential parking permits for areas where off-street parking is in short supply and/or there are conflicts with nearby commercial uses. The results of the surveys of the DPMR clearly indicate that merchant parking is not adequate, and that employees are parking in meters and other areas (on-street unmetered or Residential - total of 49% of employees). Look at the Marine Avenue traffic study and the many public hearings at the PPIC. Manhattan Beach Blvd. is going to be further backed up, and there will be no Downtown parking so the folks are just turning north on Pacific and parking in the residential neighborhoods and walking Downtown. There will be more employees to park in the residential areas also. 23.9
- 3) Items not reviewed adequately: The 2/16/2000 CAJA Post-NOP scoping meeting agenda indicated that CAJA recommends Noise, Public safety and Risk of Upset (Soil contamination (may find more problems when underground parking is dug up), asbestos, etc.) but those subjects were not adequately addressed in the DEIR. Also, the study that addressed the \$5.6 million, 72" storm drain down Manhattan Beach Blvd. is not referenced. 23.10
- 4) Parking during construction: The DEIR clearly does not address where the a) 217 Civic Center spaces, b) Lot 5 40 spaces, c) Lot M (Metlox) 150 spaces, and the (100+?) construction workers are going to park during the construction. This is a significant environmental impact. One only need look back at the Downtown streetscape to see the significant impact on businesses (lost income) and customers. 23.11
- 5) Metlox Town Square (DEIR pages 36 and 38): This is nothing more than a miniature 3<sup>rd</sup> Street promenade. This should be placed on the Civic Center in the huge open space there. It will end up primarily being a regional draw like the Hermosa Beach Pier Plaza, and 3<sup>rd</sup> Street Promenade, etc. There was no traffic or parking provided for it's activities, as well as the 1,800 SF of outdoor dining. 23.12

In order to determine the historical data for Downtown to evaluate the current EIR I had submitted 7 requests for public records on 11/8/1999. According to a verbal response to my 11/8/1999 request for public records by Richard Thompson on 11/9/2000 the last comprehensive EIR done in Downtown was in 1978/9 for the La Mar 2 3



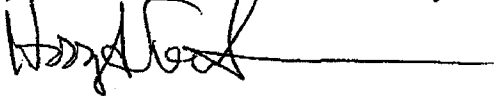
theater. The other responses from 1999, and several new requests from 10/20/2000 have still not been received as of Sunday, November 12, 2000 although they were supposed to be mailed to me. Thus again, the public has been deprived of timely data to evaluate and comment on the DEIR. Also, the verbal comments and discussion at the several hour EIR scoping meeting on January 11, 2000 were not included in the DEIR and should have been. Even though the City said they were making copies of the EIR available for \$20, that did not include the technical appendices like the traffic study which cost an additional \$16 and took another week to obtain. There were numerous problems with the City web site version of the DEIR and it was missing Appendices A, B, and C. The complete DEIR could have been put on CD-ROM at a very low cost, but the City chose not to do that. Because of these and other shortcomings in the DEIR, the comment period should be a) extended for 15 days which is allowed by CEQA (City requested LAX EIR comment period be expanded to 180 days), or I would suggest that the best alternative would be to b) the DEIR should be revised and re-circulated.

This project is too big and has too many unmitigated impacts for the Downtown and the surrounding residential area. It should be scaled back significantly with lower intensity uses. I would suggest that it have the 30,000 SF 40 room Inn, 3,000 SF day spa, and the 26,411 commercial office or a total of about 60,000 SF. There could be the 212 underground parking spaces, which still should allow about 80 spaces for merchant permits that would be lost in Lot 5 and Lot M. The Metlox town square should be moved to the large open area at the Civic Center. This would also be more consistent with the MBGP Policy 4.1 – Protect all small businesses throughout the City which serve City residents (Exhibit A). When I see a Metlox bakery I eventually see Beckers Bakery biting the dust, like other old businesses on the underparked Manhattan Ave. There is nothing from stopping the developer from coming back later and saying the retail is not successful and asking for more fast food, bars and restaurants. The City has produced no empirical data to show that this 25% additional Downtown commercial space will not become a regional draw. Perhaps that is why we have not seen the Downtown Economic Analysis yet? The DEIR also seriously underestimates the impact of Beach traffic during non summer nice days, and does not reflect the PEAK draw from the surrounding areas for breakfast, coffee, lunch, happy hours, non-summer weekends, special events, etc. Unless the residents are going to spend significantly more money Downtown (which may only rob other areas) the draw for this Project must come from outside the City (regional).

The City has no realistic, comprehensive, prioritized, strategic and long-term (15 year+) capital, operating and financing plan as to how they are going to run the City, pay for the replacement of the aging infrastructure, and the huge WISH LIST of City projects. I do not think the City needs a 99-seat theater and cultural arts center and if so it should be paid for and managed with private donations (possible City support). I do not think with the many new school libraries, and the Internet, and the low usage of the existing library that the City needs to expand the library 150% (12,000 SF to 30,000 SF), nor add another \$600,000+ per year of City costs. These are much lower priorities than the Police and Fire Station, RCC (911 dispatch), existing aging infrastructure (Joslyn center, Manhattan Heights, Strand replacement, work on the Pier, etc.).

I trusted that the City Council would ensure that the City Staff, all Consultants, and developer would do an extremely comprehensive and realistic job on this EIR & related reports (the FIRST time) to make the best Project possible for the City as well as minimize any risks & costs of litigation/delays for the Project. I have been extremely disappointed with their effort, especially as it relates to traffic, cumulative parking and the impacts on the surrounding neighborhoods. It is just Déjà vu from the 1988 General Plan, and the 1990 and 2/17/98 Downtown Parking studies; more smoke and mirrors from City Hall.

Sincerely, Harry A. Ford, Jr.



Attached Comments to the Civic Center/Metlox DEIR due by 11/22/2000

- 1) Attached list of Harry Ford Exhibits to the Civic Center/Metlox DEIR (11/21/2000)

**List of Harry Ford Exhibits to the Civic Center/Metlox DEIR (11/21/2000):**

- A. ("MBGP") selected pages from the 1988 City of Manhattan Beach General Plan as approved by Resolution No. 4472 on 2/16/88.
- B. ("DPMR") selected pages from the Downtown Manhattan Beach Parking Plan management report submitted to the City of Manhattan Beach by Meyer, Mohaddes Associates, as presented to the City Council on 2/17/98.
- C. ("DSAP") selected pages from the Downtown Strategic Action Plan Project, as prepared by MIG, Inc., and as presented to the City Council on December 17, 1996.
- D. Selected Information from the Metlox EIR file in Community Development –
  - a. The May 10, 2000 Memorandum from Shane Parker (CAJA) to the Civic Center /Metlox EIR subcommittee (meeting agenda - Exhibit D)
  - b. The February 16, 2000 Post-NOP Scoping Meeting (Continuing Agenda) prepared by CAJA.
  - c. March 13, 2000 letter from Crain & Associates to CAJA re: Modifications of the Metlox traffic study.
  - d. March 22, 2000 Civic Center/ Metlox Project EIR subcommittee Meeting agenda by CAJA.
  - e. June 23, 2000 Memorandum from Shane Parker, CAJA, Re: Civic Center Metlox Development EIR – Tentative EIR Schedule
  - f. Traffic analysis for Sepulveda Corridor, Prepared by Kimley-Horn and Associates, Inc., Revised December 1996.
- E. Traffic analysis for Sepulveda Corridor, Prepared by Kimley-Horn and Associates, Inc., Revised December 1996. 23.17
- F. ("MBGPBR") Background Report from the 2/16/88 Manhattan Beach General Plan (selected sections - Public Input and Infrastructure – note: the City cannot find the traffic studies from the 1988 General Plan which are referenced in the document.).
- G. Land use (parking) data provided by the City of Manhattan Beach on 11/15/2000 from Request for public records of 11/8/99 (over one year earlier).
- H. City records received on 11/15/2000 (request of 10/20/2000) a) the waiting list for merchant permits which has unfilled requests going back to 8/20/1999, b) the list of 88 merchant permits in parking lot 5 and lot M which will disappear with the Project.
- I. Request for public records of 10/20/2000 for traffic counts. L A County Lifeguards Beach attendance data for Manhattan Beach (Pier Area – MCP – 1<sup>st</sup> to 17<sup>th</sup> Street.). The excel file that contains the daily data will be E-mailed to the City. The City of Manhattan Beach, Local Coastal Program, Phase III, implementation program, April 1998.
- J. Miscellaneous documentation

This letter constitutes public comments and questions and suggestions and views and opinions for the DEIR of 10/5/2000, on the Civic Center/Metlox Development ("Project") for preparation of an Environmental Impact Report ("EIR"), and subsequent meetings of the City Planning Commission (Coastal Development Permit "CDP" and Use Permit), and City Council ("Development Agreement" and Fiscal analysis), and Coastal Commission, on the Project

The following, and previous (1/11/2000 EIR Scoping meeting in Appendix A), written comments are attempted to be organized by subject. However, there are numerous areas of overlap for instance between the General Plan ("MBGP"), Land Use Plan ("LUP"), Local Coastal Plan ("LCP"), Manhattan Beach Municipal Code ("MBMC"), Downtown Design City Guidelines, Request for Proposal, ("RFP"), and Fiscal impacts which the Consultant(s)/City staff will have to cover in addressing the comments in their Final EIR.

1) Construction Management:

- a. The EIR does not adequately address the significant issue of parking during the construction period. Parking Downtown is already a problem and depending on how this project is phased it could take out of usage 180 spaces on the Civic Center, 40 spaces in Lot 5, 150 spaces in the temporary Metlox lot, on-street parking on Morningside Drive, and have 100+ construction workers and their equipment that would have to park somewhere. In addition, the merchant and customer spots in Lot 5 and M would have to be addressed. Of the approximately 1,774 spaces Downtown (1,624 inventory including 180 spaces on the Civic Center per the DPMR, plus 150 more spaces on Metlox), this project could affect 23% of the available Downtown parking. One only need look at the 1992 Streetscape project to see what a disaster Downtown construction is. This project could have a significant economic impact on the businesses on Morningside Drive and 12<sup>th</sup> street and no compensation plan has been developed.
- b. Final EIR and proposed mitigation: I would suggest that the final EIR address this significant issue in detail. The proposed mitigation would be a plan to address this over the multi-year construction, as well as potential compensation for the merchants that will loose business during this period. Other mitigation measures could be canceling large special events, using off-site parking, etc.

2) Impact on Surrounding Neighborhoods:

- a. The DEIR clearly does not protect the surrounding residential neighborhoods. There has been significant public testimony over the years on the impact of the Downtown on surrounding residential uses, but that was ignored in the DEIR. MBGP (Exhibit A) Policy 3.1 is to Annually review on-street parking in neighborhoods adjacent to commercial areas;...Policy 5.2 Require the separation or buffering of low density residential areas from businesses which produce....Policy 2.2 Develop neighborhood traffic control plans for those areas which experience the greatest spillover traffic impacts.....E. Parking: Institute a system of residential parking permits for areas where off-street parking is in short supply and/or there are conflicts with nearby commercial uses. The results of the surveys of the DPMR clearly indicate that merchant parking is not adequate, and that employees are parking in meters and other areas (on-street unmetered or Residential - total of 49% of employees). I had requested merchant parking permit data on 10/20/2000 but as of 11/12/2000 I have not received it. One example I am aware of is that the Kettle (24 hours a day, 7 days a week) only has two merchant permits (per staff). Look at the Marine Avenue traffic study and the many public hearings at the PPIC. Manhattan Beach Blvd. is going to be further backed up, and there will be no Downtown parking so the folks are just turning north on Pacific and parking in the residential neighborhoods and walking Downtown. There will be more employees to park in the residential areas also. I often walk along Ardmore from Manhattan Beach Blvd. to 15<sup>th</sup> Street

and down to Pacific and there are huge numbers of cars parked along the streets in the afternoon on weekdays and weekends. With the huge anticipated increase in the LA County population (potential beach goers), and regional draw of Downtown and the Project, the traffic and parking will only get worse in the surrounding residential neighborhoods. This should clearly be studied and mitigated.

- b. Final EIR and proposed mitigation: The Final EIR should provide any empirical data the City used to come to the conclusion on DEIR page 26 that Neighborhood Traffic would not be an issue, and that neighborhood parking was not addressed considering the documentation in the DPMR that merchant parking in residential neighborhoods is an issue. The Final EIR should review the significant impact of the Project and the cumulative shortage of parking Downtown on the surrounding residential neighborhoods and develop a detailed plan to address this significant issue. In accordance with the various General Plan sections cited above, the traffic and parking in the residential neighborhoods east of the Project and Ardmere, from 8<sup>th</sup> to 17<sup>th</sup> street, and west to Pacific should be studied. A residential parking permit program for this area should be developed that protects the neighborhoods from the intrusion of Downtown employees, and others (Downtown customers) from taking up all the available parking in the residential neighborhoods.

3) Parking in Lot 5 and Lot M (Metlox) not being replaced in plan for Project:

- a. The DEIR does not address the replacement of the parking in Lot 5 and Lot M (eliminated as part of plans for Project), which is highly utilized, as part of the Project thus the DEIR has not adequately addressed the cumulative parking issue. Lot 5 is a lot that has been around for many years and the businesses using that lot (and all Downtown businesses having access to merchant parking) should have vested rights that would have carried over from the old vehicle parking districts (VPD's) and the Business Improvements districts (BID's) which have been accumulating funds (approximately \$1 million in the Downtown BID A under the custodianship of the City) for construction of new parking for many years. Attached as Exhibit H are a) the waiting list for merchant permits which has unfilled requests going back to 8/20/1999, b) the list of permits in parking lot 5 and lot M. This parking represents real parking demand which has not been addressed in the DEIR, along with the merchant parking program deficiencies noted in the DPMR (2/17/98). Also, for years the City has been looking at new parking like the expansion of lot 1, the expansion of lot 2 (DPMR action item), and building more parking on Metlox to meet the demand. None of those items happened or are they proposed in the DEIR. The DEIR has failed to address these CEQA cumulative parking, and legal, issues.

- b. Final EIR and proposed mitigation: The final EIR should clearly address how the loss of parking in Lot 5, Lot M, and the deficiencies of the Merchant parking program, Downtown parking, and the action items from the 2/17/98 DPMR including the loopholes in the Code related to Downtown parking are going to be addressed for the purposes of the CEQA cumulative parking impacts from this development on Downtown. The Final EIR should also address the legal (vested) rights the Downtown merchants who have been using Lot 5 (or have access to it through the Merchant parking program) have to convenient new parking in Downtown when their lot is being eliminated. These issues should also be reviewed in light of changes that should be incorporated in the parking sections of the LCP and LUP. The proposed mitigation is to provide adequate parking for all merchant employees, including but not limited to those in lot 5 and lot M based on a detailed empirical study of the issues and solutions.

4) Water/Storm Drains/Sewers: I believe the EIR, and subsequent reviews, should study the possibility of environmental effects of water/ storm drains/ sewers on the project.

- a. The 1999-2004 City Capital Improvement Plan ("CIP") has an unfunded \$5.6 million project to; Construct a 72" reinforced concrete pipe storm drain in Manhattan Beach Blvd. from Dianthus Street to

the Pier. The justification noted in the CIP states: The Storm Drain Master Plan identified many deficiencies in the City/County storm drain system serving the City. The project would provide relief for the existing County drain system downstream of the intersection of Dianthus Street and Manhattan Beach Blvd. All drainage south of Manhattan Beach Blvd. would be carried to the beach by this drain. All storm drains, water lines (lead fittings), and sewer lines in the vicinity and passing by the Project should be identified and the long-term potential environmental and fiscal impact should be mitigated with this Project. Also, this item could affect Fiscal, Downtown businesses, residential impacts, noise, construction management, etc. Since this pipe runs directly by the Project, and there could be serious impacts on Downtown businesses and residents of not doing the project in conjunction with other sidewalk, hardscape, street and traffic and circulation improvements, thus this should be a high priority to review and mitigate. In addition, if you look at the incredibly long time the current project on Marine Avenue (Sepulveda) has been taking there could be a terrific fiscal impact on the Downtown businesses. There have been several major storm drain problems in the City in the past and it is important for the City to minimize the risk and cost of future problems. The City should document and raise the priority of the many projects to replace and enhance the City's aging infrastructure and to provide a Strategic Plan, and Long-range Capital and operating plan to insure all the highest priority projects are done first and "pay as you go" funds are available (note: City borrowing, and increased water rates, for ignored (not addressed in a timely manner) water system problems).

- b. Final EIR and proposed mitigation: The storm drain master plan should be reviewed and referenced in the DEIR to validate that there will be no impact from not doing the above referenced major storm drain, or other Downtown storm drains which may have downstream flow from old houses that are being torn down and replaced with houses with more lot coverage that increases storm run-off. If there is a potential environmental impact from this storm drain and the future increase from surrounding projects, it should be documented in the final EIR and proposed mitigation measures developed and documented and implemented.

5) Water-

- a. I think the EIR should review the possibility of having lead, or other chemicals in the water. The November 18, 1999, Beach Reporter Newspaper has an article "Lead found in school water supplies." The Pacific School right up the street was one with high lead levels. The Metlox and Civic Center sites are quite old, thus there is the possibility of having lead, or other chemicals, in the water and thus the EIR should review the water supplies and provide any appropriate mitigation measures. This is especially important because of water fountains at the Library, City Hall, Police and Fire, and the future Metlox site. As noted in the articles, the water should be allowed to rest before testing. Also, any old lead pipes, water fountains, or joints should be replaced. This could also extend to streets that are torn up as part of the construction (Manhattan Beach Blvd., Morningside, 13<sup>th</sup>, 15<sup>th</sup>, etc.). The analysis should show the last time the water was tested, and what the ongoing testing program is.
- b. Final EIR and proposed mitigation: The final EIR should show actual water counts, including those for Chromium 6 and other chemicals. It should specifically address the article in the Daily Breeze, of 10/6/2000 that indicated chromium 6 was found in the water at 43 County sites, including the County Library which is part of this Project and the DEIR.

6) Sewers -

- a. Due to the old nature of the City's infrastructure there is a possibility of problems with sewers. They should be reviewed and any problems mitigated as part of the EIR, and development. The 1988 General

Plan policies (Public Facilities) provide that all new development bears the cost of water, sewage, and storm drains. These should be clearly & fully documented in the financial analysis.

- b. Final EIR and proposed mitigation The final EIR should specifically address any sewer studies, reference them in the documents, and evaluate their results as it relates to this Project, and the Downtown in general to insure any sewer issues are addressed and mitigated to a level of insignificance.

7) Under grounding Utilities & Views & Aesthetics & Metlox Tower :

- a. One only need look at the views in DEIR Figures 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 to see the numerous overhead utility lines and cellular towers, etc. that block the views around the project. The view photographs also don't show a good view of the alley south of parking Lot 3, and the utility poles between the library and Good Stuff, the light wires that criss cross 15<sup>th</sup> Street. There are utility lines by Lot 5 which head north by Good Stuff. There are numerous utility lines which are not on the site but could affect the views of surrounding areas and this Project. Examples are a) across the street to the west on Morningside Drive, b) Ardmore from Manhattan Beach Blvd. ("MBB") to 15<sup>th</sup> Street, to the west and south of parking lot 3 which go down the alley horizontal to MBB, c) alley behind Bank of America, etc. There is a possible fiscal and construction impact of not doing these undergrounding of utilities at the same time as the Metlox development. All utility easements surrounding the property should also be reviewed in the Final EIR and taken into account in the plans, and possible mitigation. Rule 20A funds were previously set aside to pay for under grounding of utilities Downtown, but were subsequently transferred to pay for 100% of the Sepulveda improvements. I think this decision should be revisited so there will be Rule 20A funds, and lighting and landscaping district funds, available to pay for the Downtown utility undergrounding also. This should also be clearly identified in the financial analysis for the Project, including who is paying. The DEIR does not even address MBGP Goal 7: Encourage undergrounding of utility lines (Exhibit A). The Metlox tower is a view issue. Also, the 30 foot height of the development is inconsistent with the height limit of the majority of Downtown. Figure 23 on page 97 clearly shows that this project has a higher height limit than the Von's across the street and the rest of Manhattan Beach Blvd. This is a disaster from a design standpoint. Also, the 12<sup>th</sup> street view corridor is blocked under the current plans and I thought the goal was to be compatible (protect view corridors).

- b. Final EIR and proposed mitigation: The final EIR should address all above ground utilities (including cellular and radio antenna, satellite dishes, bi-pole on top the 1201 Morningside building), the Metlox tower (include cells, etc. hidden in tower), and their impact on views and aesthetics. Proposed mitigation is to address the views and aesthetics more fully in the Final EIR, and to come up with recommended solutions.

8) Metlox Tower and aesthetics and Views of various communication devices :

- a. I had suggested at the June 23, 1999 Planning commission meeting that the Metlox tower include all of the communication devices from the entire Project, so that the unsightly towers and antenna and satellite dishes can be eliminated. This would include taking down any of the existing communication and TV antenna on the total site. The antenna and dishes could then be screened in the tower. The fiscal analysis of this item should be clearly identified in the financial analysis for the Project. This could include the consolidation or screening of a) large tower between the City hall and fire station (use existing pole inside the Metlox tower to save costs), b) antenna by Police station, c) large unscreened satellite dish between fire and police station, d) any new communication or satellite dishes for the property, e) unscreened satellite dish on the H20 building and large box and monopole antenna on top of the Morningside office building (if not permitted remove). The cumulative CEQA impacts of the various

antenna and towers should be reviewed, as in the future there will likely be more demand for communications equipment that could be consolidated in the Metlox tower.

- b. Final EIR and proposed mitigation View corridors, etc. Address the Metlox tower in the final EIR and proposed mitigation, including putting the existing and future utilities, satellite dishes, etc. in the tower to screen them from the public view.

9) View corridors:

- a. One of the items that had been included in the plans from the beginning was the maintenance of the view corridors down the various streets that currently exists (15<sup>th</sup>, 13<sup>th</sup>, 12<sup>th</sup>, MBB, etc.). However, in the last several plans Tolkin/City have put a building in the 12<sup>th</sup> street view corridor. I had mentioned this in writing at the meetings on the project (comments not summarized and distributed), and discussed with Peter Tolkin. I think it is a grave mistake to eliminate the view corridors that currently exist. The City Council may remember how this issue recently came up again in the granting of "questionable" encroachment permits on the walk streets (33<sup>rd</sup> Walk Street / 3220 Strand, etc./ City Council agenda item 99/1207.14.). I think this design also is inconsistent with the RFP goals (page 8) of "keep the development at a low scale and architecturally compatible with the Downtown."
- b. Final EIR and proposed mitigation: The Final EIR should address the issue of restoring and protecting view corridors. In particular, mitigation should be in place to protect the 12<sup>th</sup> and 13<sup>th</sup> street view corridors.

10) Reduce height limit 30' of the Project to 22' (26' with a pitched roof) consistent with the rest of Downtown (DEIR Figure 23, page 97)

- a. Dave Wachtfogel, resident and former Planning Commission member, has raised this excellent suggestion. The Code currently has an area with a higher height limit on Metlox and some building across on Morningside Drive, that are higher than the rest of Downtown. I think this is inconsistent with the RFP goals (page 8); "keep the development at a low scale and architecturally compatible with the Downtown." This could make the profile of the building along MBB different than the rest of MBB. This could also reduce the scale of the project and make it more like the rest of Downtown. This change in the Zoning Code should be made before any entitlements are made on the property ("Development Agreement"). It does not make any sense to have the Von's property across the street, and the rest of Manhattan Beach Blvd. as a lower height than this property. This is architecturally inconsistent.
- b. Final EIR and proposed mitigation: Reduce the height limit on the property to be consistent with the rest of Downtown as indicated in the DEIR, Figure 23, page 97, before any development agreement (MDA) is signed or binding commitments are made by the City.

11) Earth (Soil Contamination) and risk of contamination from demolition:

- a. I think the Final EIR should review and evaluate the possibility that there is, or will be, environmental contamination at the Project when the police and fire station is torn down, and when the underground parking garages are dug, and address what possible mitigation measures are appropriate. This should also clearly address the financial risk (refer to Santa Fe property lawsuits). I would suggest that the Final EIR should include a Phase I environmental review of the Civic Center site due to the possibility of environmental contamination, or a review of the existing Phase I environmental review, and that the report be included as an appendix to the EIR. The Civic center site has the possibility of having environmental contamination for a variety of reasons. It is next to the Metlox site which has had



documented environmental contamination. The Police and Fire facilities are 1950's vintage, which could have asbestos or other contamination. Where has the fire department stored any hazardous chemicals since the site was started? The site is also next to the old Santa Fe railway, which is a documented environmental risk factor. In addition as the parking garage is dug new items could be found. The Fiscal and risk analysis should show who would be responsible for any cleanup.

- b. Final EIR and proposed mitigation: Insure that there is adequate oversight of the environment risks on the site while excavation and demolition is taking place so that any asbestos, soil contamination or other potential environmental affects are identified and handled according to all California and U.S. laws. Also, a phase I environmental review should be done for the Civic Center site.

12) Metlox site –

- a. I had previously requested via E-mail to Bobby Ray to review the latest environmental reports for the Project but did not get a response. I would suggest that the Final EIR include an environmental review and assessment of the site. The site goes back to at least 1927. The Hydro-Search, Inc. 1989/1990 environmental reviews of the property showed numerous areas of environmental contamination (Asbestos, Zinc, Cadmium and Lead). At several City meetings the City Staff indicated that the site was "CLEAN." While some remediation probably took place, it is unlikely that the City can guarantee that the site is clean, nor that the reputable environmental consultants made that finding. There were only limited borings on the site in 1989/1990, and thus there is the possibility that additional contamination will be uncovered when the two level deep parking structure is dug. The Final EIR for the Project should review the existing environmental situation at the site, include any reports as attachments to the EIR, and discuss the risks of discovering additional contamination. The Fiscal and risk analysis for the Project should disclose who would be responsible for any cleanup should additional contamination be discovered (Atchison, Topeka and Santa Fe Railway and/or Dunn companies, and/or the current owner the City). The EIR appendix should also include any indemnification(s) for environmental or other issues the City got before they bought the property (note: Same with TRW park (parking lot) property which is on the old Chevron Tank Farm?).

- b. Final EIR and proposed mitigation: Incorporate all prior environmental reviews of the Metlox site in the Final EIR (reference in document), and have the proposed mitigation measures documented. If the site is sold to the Tolkin's or subsequent developers, all environmental clean-up risk should be transferred to them as part of the transaction, incorporating all legal indemnifications the City obtain when they acquired the property. The clear title of the property, including environmental disclosures and indemnifications should be documented in the final EIR and all mitigation necessary to mitigate any environmental exposure (risk) should be mitigated and documented in the Final EIR.

13) Noise: I would suggest that the Final EIR review the possibility of noise impacting the Project, and provide for effective and proactive mitigation measures (comments later on aircraft noise).

- a. Final EIR and proposed mitigation The proposed 40-room Inn is next to the main police and fire (paramedic) station for the City. There are thousands of calls for service each year of which many could be with extremely noisy sirens. The acoustic design of the Inn and other portions of the project should mitigate the sounds of emergency vehicles, and traffic especially at night and on weekends and City designated holidays.

- b. For a project of this size there could be dozens of trash containers (dumpsters) which need emptying. This creates an extremely high level of noise. The hours for trash pickup at the site should be regulated



to those of the Noise Ordinance for construction hours to mitigate the noise on the Inn, town plaza, and surrounding residential neighborhoods. The same noise mitigation should also apply to delivery vehicles.

- c. The hours of operation for construction should be consistent with the City Noise Ordinance. An emergency permit for 24-hour construction should not be issued unless the City can guarantee that the noise will not affect the surrounding neighbors. Monitoring and enforcement of the noise from the site should be proactive to mitigate any short-term noise impacts (refer to CAJA 1997 EIR for the Santa Monica Public Safety facility for possible mitigation measures).
- d. The hours of operation and events at the Metlox Town square should be identified in the Final EIR. Looking at the design of the project, there is an open area from the Town Square going east near 12<sup>th</sup> street that could produce noise from events as noted on DEIR page 38 (Live Music and Performance on the Square). With the westerly wind direction you can hear music from events at the beach at 13<sup>th</sup> and Ardmore, thus it is likely that music from events in the Town Square could be heard at the residences at Ardmore unless there was specific wording in the Development Agreement and any Planning Commission approvals that protected the residential neighborhood's along Ardmore and 12<sup>th</sup> street from noise from the Project. These mitigation measures should be specifically addressed in the Final EIR, and any Planning Commission approval of the Project.

14) Cultural Resources:

- a. The Metlox (Project) site should be review for possible cultural resources, especially the Metlox sign and inclusion of "Metlox pottery" in the site. While not currently a locally designated historical landmark, there are aspects of historic significance of the "Metlox" brand that should be considered in the Final EIR, and design of the project. A book has been written on Metlox potteries and Metlox is a nationally recognized brand (see ebay.com, etc.). Also, the Metlox sign on the southeast corner of the site has been mentioned for inclusion in the project, as well as other items of historical significance (sign over Manhattan Beach Blvd). The recent remodeling of the Civic Center library showcases many historical photos, which could tie into the cultural history of the site, and City.
- b. Final EIR and proposed mitigation: Include description of items of possible historical significance related to the Metlox Pottery and sign over Manhattan Beach Blvd. as part of the Final EIR.

15) Shadows, Light and Glare:

- a. The Final EIR should review the possibility of shadows, light and glare of the Project, especially as it relates to the Metlox Tower, cellular towers, and glass from office buildings or windows or decoration from the project.
- b. Final EIR and proposed mitigation: Include mitigation of Shadows, Light and Glare from the project as specified above.

16) Trash and Recycling: Due to the existing trash problems Downtown, the City should review the issues of trash with this project and how to mitigate the impact of trash in the Downtown.

- a. Final EIR and proposed mitigation: The Daily Breeze newspaper for Saturday, December 18, 1999 had an article entitled "Recycling goals in the dumps." It is reported that Manhattan Beach's rate is 32% for 1998 (50% goal). The fines can reach \$10,000 per day if diversion rates do not improve by the end of 2000. The article also states; "Rolling Hills Estates and Manhattan Beach had similar experiences, which is why the state threw out their 1996 figures." I have encouraged additional commercial recycling for many years. This was brought up in the appeal of 328-332 MBB for the Jamba Juice, Noah's bagels, and

Peet's coffee. I also raised this issue on other intensifications of use like Francesca's, Hennessey's, etc. I hope that the City will provide a plan that exceeds their recycling goals as soon as possible and includes the Metlox, Civic Center, and other Commercial businesses in the plan. The orange-lidded recycle cans that used to be around town, and in Downtown, have mainly disappeared, and perhaps that program should be re-instituted as a mitigation measure in the Final EIR.

- b. The City has had a serious problem with visible (commercial) trash in the Downtown for many years. This was recently again documented and discussed in the City council Downtown Trash Implementation Plan (City Council Agenda item; 99/1116.23). This had also been one of the action items from the 1996 Downtown Strategic Plan walkthrough. As of this weekend the weekend of 1/8/2000 there was still considerable visible trash in the Downtown, and I have reported to the City since that time. The original plan called for potentially having a central site for collection on the Metlox or Civic Center site for businesses that do not have a trash container on their property, and are now using the sidewalk or public trash cans. This should be looked at as one of the Final EIR mitigation measures due to the negative aesthetic, health, and safety concerns of having open trash in the public right of way.
  - c. The EIR, or subsequent City reports, should look at locking the trash dumpsters (or trash area) to avoid the crime of scavengers (MBMC section 5.24.060 G) and potential issues with the homeless. I had suggested this in the past with new trash containers like at Jamba Juice, Noah's Bagels and Peet's Coffee, which seem to attract transients (homeless). The trash cans should also be locked to prevent homeless people from raiding or sleeping in them (heard of one case Downtown). Businesses in other cities did this long ago (Ralph's Market, etc.). One of the mitigation measures in the Final EIR, or planning commission resolutions, should be that the City should amend the Code to lock commercial trash cans to avoid the attractive nuisance of unlocked trash cans.
  - d. The City should look at bringing back the sidewalk sweeper (broke blue tiles) they bought for the Downtown Streetscape when the \$1 million dollar blue and gray tiles (with interest) are replaced with concrete tiles around the Project, in order to do a better job of keeping the sidewalks clean and attractive.
- 17) Crime and alcohol uses: There Final EIR should have a specific analysis of the impact of additional crime from this Project and a plan to mitigate that crime, and provide that the businesses that come into the Metlox site pay for their fair share of the cost of crime and other City services. If not done with the EIR, this should be addressed in the planning commission approvals for the project, and the development agreement.
- a. Final EIR and proposed mitigation: There is a serious problem with alcohol related crime in the City. A January 1996 report by Capt. John D. Hensley (Jail services delivery options Research Project) noted that for 1994 there were 44% of total booking, or 1698, for alcohol related crimes. For 1995 the number was 1558 bookings, or 45%. A December 4, 1998 letter from Ted J. Mertens, Police Chief, indicated that for 1996 bookings dropped substantially but then increased again in 1997. The EIR should also refer to a letter dated November 25, 1998 from Ted J. Mertens, Police Chief, re: Problems related to the purveying of alcohol, and a letter dated November 3, 1998 from Robert V. Wadden, City Attorney, re: Alcohol CUP's. A chart prepared by the Community Development staff of the # of alcohol licenses by Census tracts indicated for the two census tracts along the beach nine on sale and 8 off-sale permits would be authorized, but there were 41 on-sale and 9 off sale permits issued. Since the time of that schedule there have apparently been numerous new permits issued or expanded into a more intensified use. Possible examples are Francesca's, Bacchus, Soleil, Salty Dog, Hibachi replacement (Beachwood), etc. There have been a large number of restaurants shown in the Metlox plan. At the recent Soleil hearing the applicants representative indicated that a bar and full liquor license were needed to compete in Downtown Manhattan Beach. I would suggest that the City update all of the crime and alcohol related reports for the Final EIR, and subsequent hearings on the development agreement to present a clear

picture of the risk, costs and rewards of issuing more alcohol permits (or expanded uses) in the Downtown, especially without the addition of needed parking. I would also suggest that the City consider declaring a moratorium on new or expanded alcohol licenses, and capping the # and square footage of alcohol uses that are allowed in the Downtown. There has been considerable discussion of the issue like at the Soleil, Harvey Washbanger's and Hillery's hole in the wall public hearings. Remember, that "Hooters Bar and Restaurant" also was looking to get into Manhattan Beach. We don't need an expansion of the existing "Restaurant/BAR ROW with the regional draw of Valet Parking" or becoming more like Hermosa Beach (Barmosa). As reported in the November 16, 2000 Beach Reporter, Hermosa Beach has declared a moratorium on new restaurants to study the impact of these intensifications on traffic, parking, crime and the surrounding neighborhoods. The Final EIR should discuss this issue and a possible mitigation measure is for the City council of Manhattan Beach to adopt a similar moratorium to Hermosa Beach's and conduct a comprehensive traffic, parking and environmental impact analysis before the issues get out of control as has happened in Hermosa Beach.

- b. I would suggest that the Final EIR and any entitlements on the property indicate that the Metlox commercial businesses pay for their own security and provide enhanced security to protect the public, especially in the risky underground parking and from the expanded restaurant/bar uses. The City has set a precedent by letting the Manhattan Village Mall have their own security force. Also, other businesses along Sepulveda and Rosecrans have hired private security guards. The taxpayers should not have to pay for the cost of the expanded crime risk at Metlox, other than normal police and fire duties. The 90,000 SF commercial Project is over a 25% increase in the total amount of Downtown commercial uses, and could bring in a high crime rate especially with the restaurants/bars and underground parking. There should be an extremely high level of security in the underground parking including quality 24-hour video cameras, with tape and roving patrols to mitigate possible crime issues.
- c. I would suggest that to mitigate crime in the City the new Police and Fire station include enhanced security for the Public. Cities like Beverly Hills have installed in front of their police department spaces where individuals can go who are concerned about crime, being followed, etc. Their area in front of the police station has video surveillance and an emergency call box like those the City recently installed. The City might also want to investigate the cost/benefit of the video option to their emergency call boxes to reduce false alarms, and monitor possible criminal activity (Sand Dune Park). The City should also consider putting an outside ATM in the high security spot in front of the new police station, or inside the lobby of the new police station to have a safe spot for night-time ATM transactions and a safe spot for potential follow home robbery or car jack victims to go.

18) Goal 3 of the RFP/DSAP was to Protect and encourage streetscape amenities:

- a. Final EIR and proposed mitigation: The Final EIR should clearly indicate that the Downtown Streetscape amenities have been included in the design of the Civic Center and Metlox site, the Project, in order that the design go throughout the Downtown and tie the Project together with Downtown. The broken Japanese blue and gray tiles should be replaced with a more durable and serviceable model, so that the Streetscape design can integrate the Project into the rest of Downtown and not provide for unnecessary costs of maintenance.

19) Goal 2 of the RFP/DSAP was to Preserve and enhance the pedestrian orientation of Downtown Manhattan Beach.

- a. Final EIR and proposed mitigation: The Final EIR should have a proposed mitigation measure of having pedestrian access, with a street light, at 13<sup>th</sup> and Valley, in order to get across Valley as there is no pedestrian crossway from Manhattan Beach Blvd. to 15<sup>th</sup> Street by the Police station and that access in

problematic. I see numerous people cutting across illegally to parking lot 8 or joggers who cut across the middle of the street at 15<sup>th</sup> and MBB, which should be made safer. The resident's east of the project apparently did not want traffic from 13<sup>th</sup> street to go through to Ardmore, but that should also be considered to increase circulation. Also, since the building has been put in the 12<sup>th</sup> street view corridor, access to parking lot 3 and 12<sup>th</sup> street is not as accessible. Dana Ireland, owner of H20, had indicated at one City meeting that he may be willing to listen to having his parking lot as part of the project. I think serious consideration should be given to the alternative to improve the traffic and pedestrian circulation of the project and make it consistent with the existing traffic and pedestrian grids. I would also suggest that the City consider not having bikes, skateboards, roller blades, razors scooters, electric or gas powered scooters, etc. in the Metlox Town square due to their safety problems in colliding with pedestrians, strollers, etc. that will be using the plaza. They are already banned in other parts of Downtown and at the Pier. Enforcement should be improved.

23.39

- b. I think that all the Coastal Access policies should be reviewed as part of the Final EIR for the Project, and subsequent planning commission hearings. In particular, Chapter 4; Policy 1.A.1: The City shall maintain the existing vertical and horizontal access ways in the Manhattan Beach Coastal Zone. Policy 1.A.4 includes alleys. The recent changes to add benches, tables, chairs, and sidewalk dining in the narrow public right of way appear to be in conflict with the LCP and the elimination of those items in the right of way should be a mitigation measure for this Project, and the rest of Downtown. The people sitting in the benches eating like in front of Manhattan Pizzeria certainly restrict access to the already narrow public sidewalks. The City of Beverly Hills requires a FIVE-foot clearance for outdoor dining. When I participated in the DSAP public hearings in 1996 the people wanted outdoor dining like Good Stuff, Coffee Bean, Kettle, etc. and not this restricting of the already narrow sidewalks. With the over 25% increase in commercial space from this Project, and the expanded Civic Center development the already narrow sidewalks will be overburdened and the mitigation measures for the Final EIR should specify that at least the current sidewalk should be clear for a five foot area throughout all areas of the Project.

23.40

20) Aesthetics:

- a. Final EIR and proposed mitigation: The Final EIR, and subsequent planning commission review, should review the negative aesthetics that have been generated over the last several years with changes in the sign Code, and ineffective Code enforcement. These changes will increase the likelihood that the Metlox site will not have the high quality look of a Beverly Hills or Carmel who have more restrictive sign codes and better enforcement. Rather these changes will likely continue the slide of Downtown towards looking more like a trashy tourist town. Some of the changes have allowed more permanent signs on the corners, and more temporary signs, more white lights (Christmas lights up all year around), more signs on the sidewalks, etc. Examples are Samurai Sam's just north of the Kettle, and Door to Door valet cleaners on Manhattan Avenue, and Sun and Moon Café on Manhattan Avenue. Another example is the illegally approved Skechers Sign at 1121 Manhattan Ave. The DSAP participates and action items called for proactive code enforcement. However, based on requests for public records, the City only issued 42 temporary sign permits for the whole City for the 33 months ended March 31, 1999. In addition, a City response to my request of 10/31/97 noted that there were no current bonds on file for new racks, the City has no current permits for benches in the public right of way, and the City has no permits for temporary signs in the public right of way. This is obviously poor enforcement. The Code, and related enforcement, for signs, new racks, items in the public right of way, trash, etc. should all be reviewed before any entitlements are granted to the Metlox property and effective and timely mitigation measures should be put in the Final EIR and subsequent planning commission approvals.

23.41

21) Alternatives to project with less density and traffic impacts should be addressed in the Final EIR:

- a. Final EIR and proposed mitigation: I think the Final EIR should include a proposal to mitigate the negative traffic and parking impacts of this Project. This Project is too big and has too many unmitigated impacts for the Downtown and the surrounding residential area. It should be scaled back significantly with lower intensity uses. I would suggest that it have the 30,000 SF 40 room Inn, 3,000 SF day spa, and the 26,411 commercial office or a total of about 60,000 SF. There could be the 212 underground parking spaces, which still should allow about 80 spaces for merchant permits that would be lost in Lot 5 and Lot M. The Metlox town square should be moved to the large open area at the Civic Center. This would also be more consistent with the MBGP Policy 4.1 – Protect all small businesses throughout the City which serve City residents (Exhibit A). When I see a Metlox bakery I eventually see Beckers Bakery biting the dust, like other old businesses on the underparked Manhattan Ave. There is nothing from stopping the developer from coming back later and saying the retail is not successful and asking for more fast food, bars and restaurants. The City will still have a financial interest in making the project successful (Development Agreement) and thus could lose their independence in making decisions that will affect the rest of Downtown as the Project will have a competitive advantage with it's location and parking. The City has produced no empirical data to show that this 25% additional Downtown commercial space will not become a regional draw, and that data if it exists should be included in the Final EIR. Perhaps that is why we have not seen the Downtown Economic Analysis yet? The DEIR also seriously underestimates the impact of Beach traffic during non summer nice days, and does not reflect the PEAK draw from the surrounding areas for breakfast, coffee, lunch, happy hours, non-summer weekends, special events, etc. Unless the residents are going to spend significantly more money Downtown (which may only rob other areas) the draw for this Project must come from outside the City (regional). The empirical documentation for the conclusions in the DEIR that the project is not going to be a regional draw should be included in the Final EIR. If those are only undocumented opinions, that should be so stated in the Final EIR.

22) 30,000 SF library and 10,000 SF cultural arts center (99-seat theater):

- a. Final EIR and proposed mitigation: The Final EIR should not include any of these two projects for a variety of reasons, including their impact on traffic and parking. I do not think the City needs a 99-seat theater and cultural arts center and if so it should be paid for and managed with private donations (possibly some City support). I do not think with the many new school libraries, and the Internet, and the low usage of the existing library that the City needs to expand the library 150% (12,000 SF to 30,000 SF), nor add another \$600,000+ per year of City costs. These are much lower priorities than the Police and Fire Station, RCC (911 dispatch), existing aging infrastructure (Joslyn center, Manhattan Heights, Strand replacement, work on the Pier, etc.). I would rather see the \$10 to \$15 million for these new facilities, including parking and increased operating costs, used to reduce the amount of the police and fire bond, or to provide additional customer subterranean parking in the vacant space that is shown on the plans. The construction, parking and operating costs of these facilities should be shown in any approval to the City council to determine what priorities the various facilities have in the design and long range City budget. There is not a demonstrated market for another theatre. The Hermosa pavilion theatre and Bijou are gone. The Redondo Beach performing arts center at Aviation and MBB serves the community needs, along with the many other theatres in Southern California. The City worked for over five years to develop a theatre/Cultural arts center at Manhattan Heights with a building cost of up to \$2.1 million and undisclosed operating costs, but that project did not get support to complete it and now still as not been completed nearly six years later and the City will end up with a remodeling dysfunctional 3 classrooms for \$2.1 million. This 10,000 SF Cultural arts center is not a high priority item and should be deleted from the plan unless it can get private funding to build and operate it. An article in the Daily Breeze dated June 1, 1998 entitled Torrance's money pit? Indicates "Torrance's subsidy of the Cultural Arts

Center has climbed to \$ 1 million a year – four times the estimate when a previous City Council approved the facility in 1990.” The current library is not being fully utilized and the high tech library of the future will not need more space. I would rather spend my money on an ISP and high speed Internet access line than an expanded library with significantly higher operating costs.

23) Loading and Unloading (MBMC 10.64.210) and Trash pickup:

- a. Final EIR and proposed mitigation: It is difficult to tell where the Loading and Unloading and trash pickup will occur on the property. The Final EIR should show where these activities are going to take place. Morningside drive is already narrow, and there is no space along Valley and MBB, so where are these items going to take place? Is the walk street on 13<sup>th</sup> street in the original design going to become a truck parking lot? I assume the trucks will not be able to go into the underground parking; is that correct? What are costs, and who is going to pay? This is a problem all over Downtown, and the issues should be mitigated now.
- b. The current library has a loading dock. The current plans do not show any loading dock for the new Library. The Final EIR should show how loading and unloading is going to take place for the Library.
- c. The current library has a drop-off bin right outside with convenient parking specified for the Library. The new plans have no convenient parking or drop-off near the proposed library. The Final EIR should show how there will be convenient drop-off of books, tapes and other library materials. Hopefully there will be a drive-thru type facility like at the Sepulveda post office to mitigate traffic and parking issues. These proposed mitigation measures should be covered in the Final EIR.

24) Metlox Uses:

- a. Final EIR and proposed mitigation: There is no analysis provided of how the Metlox uses will impact the rest of Downtown, and the Downtown Economic Analysis was not completed prior to the period expiring for comments on the DEIR. There is no market research provided to show that there is a market need for the types of uses shown. Based on the original 140,000 SF proposals I had done an analysis that showed a significant increase in sales (46% increase Downtown) and restaurant and retail uses, but there was no indication of what market there was to support the uses. Are the Manhattan Beach residents really going to spend 46% more in Downtown? The Final EIR should include the market research and analysis showing that with the mix of potential uses in the 90,000 SF design, and with the City as a potential investor in the Metlox property with a potential lease that could be tied to the success of revenues of the project, that the mix of uses in the project will work with empirical market research and not affect the other small businesses especially those on Manhattan Ave. The Final EIR and subsequent financial analysis for the City Council should show the realistic and optimistic and pessimistic return on investment (“ROI”) and discounted cash flow (“DCF”) analysis on the project (with and without tax revenues) in order to quantify and evaluate the financial and economic and liability risk impacts of this Project with the potential environmental impacts that the Project will bring on traffic, parking, and the denigration of our small town atmosphere.
- b. Restaurant : I don’t think the Downtown needs any more restaurants, especially those that serve alcohol. The City already has a lot of crime from alcohol uses (1,558 in 1995 per City records – January 1996 police study). There is already a significant over concentration of alcohol licenses Downtown (Attachment from City Staff previously provided) and more have been approved since this Project was started. Table 13 from the DPMR (Exhibit B) shows that the restaurant uses are over 62, 000 square feet more than the certified LCP (312%). The MBGP and LCP compliance with the uses should be specifically and clearly documented in the Final EIR. Since the 2/17/98 DPMR approval there have been additional approvals (intensifications) by the City. The proposed timetable does not show any review by

the California Coastal Commission. Do these projects require Coastal Commission review and approval for any changes in the Parking Management Plan, and other items in the LUP or LCP? If so, when is that process to occur on the timetable. When is a complete project milestone schedule going to be produced?

- c. Bookstore: I do not think the City needs a bookstore at this location, and there has been no market analysis provided to show the need. There is already a B. Dalton at the Mall, a new Barnes and Noble at 1800 Rosecrans, and also a Super Crown on Rosecrans. It is much more cost effective to order books on the Internet, and book prices will certainly be high on Metlox to cover the high overhead at this location. In addition, the new stores like Border's have restaurant components with increased parking demand (remember that Starbuck's was supposed to be primarily retail - which low balled the parking requirements?). There is also no easy access for on street parking shown to get into this location. For reference, I would refer you to the article in the May 3, 1999 USA Today; "Booksellers feel sales bind amid economic boom." I would also refer you to the article in the April 30, 1999 USA Today; "Local booksellers battle big chains." The article states, "Independent retailers accounted for 17% of U.S. book sales last year (1997), down from 32.5% in 1991 according to New York-based Book Industry Study Group." The Final EIR should document the market analysis for each proposed use.
- d. 40, 60 or 90 room Inn in original proposals: Again, the proposals do not provide any market research to support the need for an Inn. What has been the average occupancy of the Manhattan Village Marriott over it's life, and how has it done against the original projections from an occupancy and revenue standpoint? The proposals do not indicate whether there is going to be meeting space, and weddings, on the property. This could substantially increase the need for parking, especially on weekends. I would suggest that a mitigation measure to put in the Final EIR is that weddings or other events that require large parking requirements (more than 8 people in a meeting room for the Inn) be prohibited in the Use permit as those parking requirements are not included in the projections. I might support a small inn if the market research showed it was needed. I do not think this is as good a location as other beach or Marina locations in southern California (Beach House in Hermosa, Redondo Marina hotels, Ritz Carlton - Marina del Rey, Inn at Playa del Rey, Shutters and other beach hotels in Santa Monica). Thus, the rent and occupancy forecasts may be optimistic, and this would lower the City's return on their investment and increase the City's risk. There are obviously some benefits, but the market and financial and risk analysis has not been good, and should be clarified when presented to the City Council for final approval of the MDA and the Project.
- e. Office: I would support the addition of more Class A executive office space. I think there will be a long-term demand for executive offices Downtown to support professionals who work in the community (telecommute) and need office and meeting space. I think this is a high growth area. It will also provide less impact on the rest of Downtown, and the professionals will more likely support local businesses Downtown. Market research should be provided on this alternative. This would also provide less night time parking demand during the busy nighttime (happy hour and dinner and weekend parking needs - refer to the DPMR for busy parking times at night that are not discussed in the DEIR, but should be in the Final EIR.
- f. Office parking Code: The office parking Code of one space per 300 SF significantly underestimates the demand for office parking in today's environment. One only need look at Exhibit G, land use data for the Skechrer's office uses. Parcel 4179-0020-011 shows a 19,726 SF building with a parking requirement of 65.7 spaces. However, when you look at the temporary parking in Lot M (Metlox) in Exhibit H, you see that Skechers has an additional temporary 31 merchant parking permits that are going to disappear when the Project is developed. Also, in the alphabetical parking listing Skechers has additional 9 merchant permits in lot 3. In addition, at one point Skecher's had apparently illegally obtained (per City records) 19 merchant parking permits from the 401 Manhattan Beach Building. Another example is William



Raffin realty which has 6 additional merchant parking permits in addition to 34.4 spaces that are required per Code for their 10,339 SF building at 1112 Ocean Drive. I have also read some articles where some cities and developments are parking new technical office space at one parking space per 250 SF. The Final EIR should address the additional real parking demand that is generated from the new high intensity office developments, look for and document other City Codes that require higher parking Code requirements, and as a mitigation measure for the Final EIR adjust the parking requirements on the Project to at least one space for 250 SF of office development and consider changing the MBMC to reflect the revised Code on new office projects like the building along Rosecrans, and the 330 N. Sepulveda ReMax office building which is on the City council agenda for appeal on November 21, 2000.

25) Police and Fire facility :

- a. Final EIR and proposed mitigation: The prior design for the police and fire facility included a jail big enough to house all the Hermosa Beach prisoners, as noted in the July 2, 1996 presentation to the City Council. The minutes state; "Council member Napolitano....He requested future input as to the optimum size and cost of the jail." And "City Manager Dolan advised that staff will examine the optimum size jail for Manhattan Beach, the incremental costs of additional beds, the costs associated with contracting out vs. not contracting out and how/if costs would be recovered." The Final EIR should clarify if the current design for the jail includes space for enough room for all the Hermosa Beach prisoners, and whether the City ever plans to use this revenue generation technique for the new jail. The Final EIR should also provide documentation of the responses to Council member Napolitano's questions regarding the jail from the 7/2/96 meeting as noted above. If the jail is to include this excess jail capacity, the Final EIR should include as a mitigation measure the additional traffic and parking requirements for having the Hermosa Beach prisoners transported to and from Hermosa Beach, as well as provision for pickup and visits by attorney's, visitors, bail bondspersons, etc.
- b. The Final EIR should provide detail of the current and future staffing for the police and fire facility as well as the detail of the parking requirements by person and vehicle in both the secure and non-secure surface parking, as well as any mitigation required from the updated detail numbers *(For background only - Not an EIR comment but a financial and operational comment for the future City Council meetings. The construction and future increased operating costs from more personnel and buildings that are twice as large (with the same staff) should also be examined to verify the need for the design. The current cost has been indicated to increase from \$14 million in 1996 to \$30 million recently in July of 1999 for a smaller facility). There should be more detail (like the Redondo Beach Police consultant did before the proposed bond issue was scraped), and peer group analysis, before the design is finalized and the bond issue goes forward). The 7/11/95 analysis by Leach Mounce projected numerous assumptions which should be re-evaluated in the Final EIR due to their age, like a steadily increasing crime rate, which has been a steadily decreasing crime rate. This drove the need for significantly more staff, and thus more space and higher costs).* The prior design for the Police and Fire facility included space for Manhattan Beach to include their own RCC in the facility, but that staffing and traffic and parking analysis was apparently never covered in the 7/11/95 Leach Mounce analysis that is being used as support for this DEIR. The Final EIR should include specific traffic and parking data for the 24 hour RCC if there is space in the building to include the RCC in future operations.
- c. *(For back ground only - not a EIR comment but a financial and operational comment for the future City Council meetings on this Project) On the Agenda for the 11/21/2000 City Council meeting is the proposed \$9.437 million RCC (911 Dispatch center - MB portion 23% or \$2.18 million of additional borrowing plus undisclosed additional operating costs) that is not even included in the Manhattan Beach facility, but was in Redondo Beach. This has increased significantly from the 9/15/98 proposal that suggested a 14,000 SF facility (up from the current 5,000 SF to 14, 000 SF with less members (El*



*Segundo leaving)) with no clear explanation of the increase from \$ 7 million (\$500 per SF) RCC (911 dispatch center) that is nearly tripling in size? There was also no discussion of operating costs, service levels, risk (including from weaker financial partners – Hawthorne and Gardena), risk of adding new Cities to fill the overcapacity in the new facility, comparable operating costs from other cities, an analysis of the issues with the old service and operational agreement and how they are being resolved with the new proposal, etc. etc.*

26) Circulation cumulative projections DEIR pages 158 and 159:

- a. Final EIR and proposed mitigation: Appendix A to the DEIR includes a letter dated January 12, 2000 from the State of California, Dept .of Transportation (a.k.a. Caltrans). This indicates that Caltrans standards are to address year 2020 conditions (20 years in the future). This was confirmed in a letter dated May 4, 2000 that is included in Appendix A. The current traffic study appears to only project through 2005. Based on a number of traffic studies I have reviewed there is a standard of 2% increase in traffic, which could result in a 40% increase in traffic volume over the 20 years from 2000 to 2020. Based on the projections of LA county population by the State of California, there is proposed to be a 5.1 million increase in population, or 41.8% increase (support contained elsewhere in this document). Thus the 40% increase in traffic to 2020 seems reasonable considering the need for the huge population increase to access the beach. By only projecting through 2005, the forecasted traffic volume could be underestimated by 15%. Thus it could significantly underestimate the traffic volume for the future, which brings into question the conclusions in the DEIR, and the proposed mitigation measures. The 1988 General Plan (Exhibit A) projected the traffic volume from 1988 to 2000 (12 years). The CAJA sample EIR for the Santa Monica police facility projected from 1995 to 2005 (10 years). The GC3 (Disney campus) EIR for the City of Glendale did traffic forecasts through 2015 (15 years). The Final EIR should show revised PEAK traffic counts through 2020 per Caltrans, and revise the proposed mitigation measures based on the updated PEAK analysis through 2020.
- b. The Final EIR should also explain how the 9 intersections in the 2/16/88 MBGP have improved from the 1988 levels to 2000.
- c. The Final EIR should explain how the City and their EIR and traffic consultant(s) concluded that they had actually taken traffic counts at the peak traffic periods, or adjusted for the peak traffic periods (Refer to CAJA 7/14/99 proposal; page B-10). If the traffic counts were not taken or projected at the peak traffic periods (DEIR page 128; Table 15; for winter weekdays, Summer Weekdays, and Summer Weekends), they should be revised in the Final EIR, projected to 2020, and the mitigation measures revised to reflect the increased traffic volume.
- d. The Final EIR should include traffic impacts on Manhattan Ave., which had a level of Service F, in the 1988 MBGP (Exhibit A). DEIR page 24 indicates that one of the proposed mitigation measures is; *Highland Avenue & 15<sup>th</sup> Street –Widen Highland Avenue north of 15<sup>th</sup> Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.* The intent of this move appears to clearly be to put more traffic on Manhattan Ave. Despite suggestions during the scoping process the City and it's consultants ignored the level of service F traffic on Manhattan Ave. (also did not look at Ocean Drive). Now the mitigation is to put more traffic on this area that is not studied. The mitigation proposal on DEIR pages 24 and 25 also eliminate parking spaces, but there is no review of the impact on cumulative parking and the Downtown parking inventory. The Final EIR should also have a clear and detailed complete and accurate parking count before the Project and after the project with mitigation measures to insure that cumulative parking issues are adequately addressed.

- e. The Final EIR should determine whether the proposed traffic mitigation measures on DEIR pages 24 and 25 are feasible and in particular the mitigation measures at Manhattan Beach Blvd. and Highland Avenue. I had sent an E-mail suggesting that the property and business owners at the locations where the mitigation measures are proposed would get specific notice of the proposed measures in time to comment on them before the 11/22/2000 DEIR comment deadline. For example on the revised Sept. 2000 Crain & Associates traffic study in Appendix C, page iii, for Highland Ave. and Manhattan Beach Blvd. indicates "This is not considered feasible." However, the recommendation is included in the DEIR despite the traffic consultant indicating it is not feasible with the "wishy washy" wording that has been heard before on the expansion of parking lots 1 and 2 – This improvement would be subject to the approval of the City Council as it may not be feasible. The Final DEIR should determine if all the proposed mitigation measures are feasible.

27) Cumulative Parking impacts per CEQA : The DEIR did not include as a reference Exhibit B, the 2/17/98 Downtown Parking management report. This DEIR is totally inadequate in that it does not do a detailed update, and enhancement, of the DPMR as thus does not meet the CEQA requirements to review the cumulative parking requirements.

- a. Final EIR and proposed mitigation: The 7/95 Leach Mounce study showed 217 existing spaces on the Civic Center, of which 39 were secure, for a net for the public of 178 spaces. The future need in 1996 was eventually projected for 325 spaces (97 Secure) or a net of 228 spaces. The total civic center deficiency was 108 spaces. This was excluded from the Downtown Parking study (DPMR). In my opinion, the proposed parking for the Civic Center project may be understated. There has been no detail provided, that I am aware of, for how the parking was calculated including spaces per square foot, number for employees (full and part-time and visitors), the 30,000 SF library and proposed projects like an expanded 99-seat theater (10,000 SF). The Final EIR should show the detail of the proposed parking calculation by use/by employee to determine if the parking calculations are reasonable. Following is a table I prepared and previously forwarded to the City. It appears that there may be a large deficit parking for the Civic Center.

<u>Civic Center Parking Description – Where are the costs and who is going to pay for?</u>	Public use off hours	Secure(?) nonpublic park.	Total
Police and Fire: As of 12/5/96 61,592 square foot building; at one space per 300 square feet (office), or 205 spaces (includes visitor and temporary employee parking). <u>Code is as specified by the Community Development Director?</u> Where is the detail calculation of the needed parking spaces? See (1) below. 150 spaces per City is inadequate; where is the detail to support the numbers?	85	120(?)	205
City Hall – 45,000 square feet, plus the 7/95 Leach Mounce study forecast a 20% increase in the size of the City Hall (9,000 sq ft.) for a total future at 54,000 sq. ft., at Code of 1 space per 300 sq. ft. (Government offices Code).	180	0	180
New Library at 23,000 square feet, with Code at one space per 300 sq. ft. (Now up to 30,000 SF)	77	0	77

99-Seat theater was part of Civic Center design per 1/19/99 HOK contract? If the Metlox theater goes away, or the City cannot use, then this should be included in the parking analysis. Per Code one space for every 4 seats.(2) Now up to 10,000 SF and not included in parking calculations.	25	0	25
Total Civic Center required spaces per my analysis above – <u>Where is updated City detail analysis by employee?</u>	367	120(?)	487
Less Required Civic Center spaces per City July 14, 1999 staff report.	(210)	(120)(?)	(330)
Civic Center possible parking Shortfall	157	0	157

- 1) The latest HOK overall numbers (12/96), no detail, from a recent request for public records was a total of 263 spaces (120 secure) or a net of 143 spaces open to the public. There was never any explanation of the reduced parking numbers (from 330). The Final EIR should document how many parking spaces are going to be lost in Lot 5, Lot M, H2O, on street, etc. and where are they going to be replaced?
- 2) The Final EIR should show where the drop off parking by the Library, and that convenient on-grade parking has not been substantially reduced. The Final EIR should document that the City staff do not continue to take up the most valuable customer spaces or will they have to go underground in non-secure spaces? The Final EIR should show that none of the spaces in front of City Hall and the Library will be reserved for City employees, other than the required handicap spots and perhaps one for loading and unloading. As a service business, the customers should be provided the most convenient spaces. I would hope the City would consider parking City employees in the 2<sup>nd</sup> or 3<sup>rd</sup> level under Metlox. This space should be much less expensive to build than the current plans under the Police and Fire station. *(Notes for future City Council meetings - It is unclear what the rates and fees will be, but that they should be clarified in the EIR, or related EIR financial analysis. The fees charged will affect parking demand (validations, etc.). The current parking rates for Merchant passes (\$300 a year, and 25 cents per hour for lots) would not appear to cover the return for construction the underground parking spaces at \$20,000 each with all in costs, including carrying and other costs included. A complete financial analysis of parking revenues and costs should be provided. I hope there will be a minimum of compact spaces and plenty of parking for future expansion of the Civic Center (Library, 99 seat theatre, City Hall, etc.)).*
- 3) The Final EIR should document that any deficiencies in the City's Americans with disabilities Act ("ADA") program and handicap parking Downtown will be identified and prioritized to minimize future liability, and propose mitigation measures to solve any deficiencies.
- 4) The 1997 Downtown parking study ("DPMR") was shown as one of items for the EIR consultants to review, but it was not referenced in the DEIR. The Final DEIR should reference the DPMR.
- 5) In my opinion, there are many possible problems and items that were not discussed in the DEIR (DPMR), and there are new items that have been added that should be taken into consideration. A) the initial draft had many errors in the land uses. I had requested via a public records request the details of the land uses provide to the City council at their 10/26/99 meeting, but was told the information would not be available until 3/22/2000. Adequate time should be allowed to review the data. In addition, during

the Metlox process the Downtown restaurants had a report prepared which had numbers and businesses that were different than the 1997 study. Without consistent and accurate data, the results from this study will be of little good, b) The 1997 did not include uses which used available parking like the Pier Roundhouse and Ocean Blue Café, c) the study used 1 space per 75 SF for entertainment bar, while the Code uses 1 space per 35 SF, so the study only had 299 spaces for all the entertainment and bar uses Downtown which is totally inadequate; especially since uses have been intensified significantly with no new parking d) The study did not include the effect of the 70 merchant parking passes, and 150 temporary spaces in the Metlox temporary parking which are heavily utilized, e) the study did not include the impact of intensifications of uses that are exempt from parking due to certain loopholes in the Code, but still use parking (refer to Uncle Bill's restaurant with expansion to 87 seats, with only two merchant parking spaces required), f) the study did not include the parking requirements for outdoor dining, sidewalk dining, benches and chairs on the public sidewalk that are used for dining which all generate parking demand, g) The loss of parking Lot 5 (40 spaces) plus an unknown number of on-street spaces, h) uses that are more extensive than what was approved (e.g. Starbuck's approved primarily as retail (1 per 300) but operating as food and beverage retail (1 per 75) plus outdoor food uses that are not approved, i) merchant pass waiting list, etc. All of these items should be documented and discussed in the Final EIR, with mitigation measures for each item.

- 6) The Final EIR should include the customer draw from all sources in Downtown that affect cumulative parking, along with proposed mitigation. For example the Pier Café and Roundhouse were excluded from the DMPR parking demand. An August 4, 2000 letter from Richard Fruin, Secretary, Oceanographic Teaching Station, Inc. (Pier Roundhouse) that I copied from City records indicates that "The Roundhouse is a popular destination for Manhattan Beach residents and visitors alike. Our clicker counts indicate that more than 2,500 persons visit the Roundhouse each weekend." This is a clear example as to how cumulative parking demand has been underestimated. The only parking at the Pier for beach parking is for 133 parking spots. The records from the LA County lifeguards show up to 35,000 people visiting the Pier area beach on a day. The Final EIR should clearly discuss the impact of beach parking on the Commercial business district, and provide mitigation measures to insure that businesses and residents have adequate parking during peak periods. As I have suggested before this could include mitigation measures like discounted rates for residents in valet parking (show 90266 drivers license), validated parking by businesses, etc.
- 7) The City instituted a Valet Parking program without reviewing the cumulative CEQA traffic impacts. The 1988 General Plan showed many Downtown streets had a level of service of F. The situation has only gotten worse since then. The Valet parking representative at a Council meeting said that there were up to 1,500 cars using the program on a weekend, which is additional traffic and that is before the Skechers building was part of the program. The program is supposed to be expanded to Manhattan Avenue, and the notice did not go to all those within 100 feet of the route the cars will take? This program is a regional draw, which the RFP said was not what the City was looking for? This is also using public parking lot 3, which was supposed to be a temporary use and takes away from Merchant parking which is now temporary in Lot M. Any valet parking proposed for the Metlox site should be thoroughly reviewed, as the parking proposed by the Tolkin's appear to be totally inadequate.
- 8) The parking survey for the 1997 Downtown parking study (DPMR) said that 81% of businesses, and 69% of residents surveyed thought there was a parking problem Downtown. How is the Project going to solve that? The summer utilization was near 100%, and intensifications happened since then. Outdoor dining (benches/chairs) has been added with no new permanent parking. Doesn't the increased use of lots with valet parking and Metlox temporary parking indicate that parking demand already exceeds supply? What good does it do if residents won't come Downtown because of the parking? Refer to the 1988 General Plan background report (i.e. Exhibit F, Page IX-5 & 6) for how the situation was perceived

by the residents in 1988. It surely has not improved since then. This DEIR has no basis in reality. The Final EIR should indicate via a statistical survey that the residents believe there is no parking issue Downtown.

- 9) One of the original suggestions from the MBGP was to adopt a residential parking permit program. General Plan Goal 3; Policy 3.1 states; "Annually review on-street parking in neighborhoods adjacent to commercial areas, and develop parking and traffic control plans for those which are adversely impacted by spillover parking and traffic." The Final EIR should document how the City has complied with the General Plan in annually reviewing on-street parking Downtown.
- 10) The 1997 Downtown Parking study recommended, "conduct regular parking lot monitoring." By taking quarterly utilization numbers to monitor demand. The minutes of the 2/17/98 City Council meeting, where the Downtown Parking study was approved state; "Assistant to the City Manager Doyle advised that parking lot data will be updated on a quarterly basis." Where are the parking utilization numbers for the Metlox temporary parking and all other Downtown uses since 2/98? I walk by the free Lot 8 regularly, and it is almost always full. Downtown has been grid locked this summer. What are the real utilization numbers (including valet)? If demand doesn't exceed supply, why is the valet and Metlox parking full on weekends, even not during the summer? The report if items given to the EIR consultant did not include any parking lot utilization numbers; Why? The 1990 parking study also called for regular parking lot monitoring, but it also was not done. My request for public records asked for the latest parking utilization numbers since the 2/98 parking study presentation to Council, but the response was that the information should be available by March 22, 2000. As of November 15, 2000 the City has still not produced any parking counts. It is no wonder the parking just keeps getting worse. I did a survey of my own to see what the parking was like on a December Friday during lunch. Including the temporary Metlox parking the parking was over 110% utilized on a normal Friday at lunch. See the following table. The DEIR should have taken parking utilization counts during peak periods of July and August 2000 including the intensified uses, valet parking, the temporary lot M (Metlox), and all other changes since 1997 to get an accurate parking utilization numbers. They counts should also be taken during peak lunchtime and evening (Friday) periods. The current counts for the DEIR are questionable as to whether they apply to peak periods.
- 11) Exhibit I contains the Manhattan Beach, LCP, Phase III date April 1998. Policy II.1 indicates that the City should; Control development within the Manhattan Beach coastal zone. Policy II.A.5; Commercial development eligible to participate in off site parking and in lieu parking programs under Sections A.64.050 and A.64.060 shall only participate if parking spaces required by Section A.64 of Chapter 2 of the Implementation plan do not exceed available parking supply. The Final EIR should provide documentation that the parking for Metlox and the Civic Center and the lost spaces in Lot 5 and Lot M demonstrate that the parking does not exceed the available parking supply, and if it does not what are the mitigation measures to correct. This should include potential future development in Downtown Manhattan Beach that is currently exempt from the Code.
- 12) In order to determine if the traffic counts were taken at the Peak periods I submitted a request for public records on October 20, 2000 (Exhibit I – 5) The dates for all traffic counts in the DEIR for Metlox by the 3 categories shown in Table 15, page 128) which specified a request for the dates that the traffic counts were taken. As of November 18, 2000, I have still not received the information. I also requested from the County Lifeguards the Beach attendance numbers to determine what days had peak Beach attendance, and thus may indicate. If you look at the detail information from the County Lifeguards, the date when the traffic counters were out like July 15<sup>th</sup> (bad weather day at the beach) had 15, 000 at the Beach, however if you take the following weekend the beach attendance is doubled to 30,000. Also, for Thursday, July 13<sup>th</sup> the beach attendance was low for other beach weekends. Therefore if the City did

**not take the counts during peak periods the traffic counts in the Final EIR should be adjusted to peak periods, projected to 2020, and appropriate mitigation measures implemented.**

- 13) Below are two tables that detail parking counts in the winter 12/3/99 at lunchtime and on Thursday, 7/13/2000 at lunchtime when the traffic counters were out for the EIR. Based on this analysis the Downtown parking is fully utilized and therefore cannot handle the elimination of Lot 5 and Lot M. The City did not provide any parking utilization counts similar to the 2/17/98 DPMR. These numbers provide significant empirical evidence that parking demand Downtown exceeds supply even during non peak periods. The Final EIR should document with empirical data the cumulative parking data, and provide data to invalidate the parking surveys I have done. The Final EIR must have a cumulative parking analysis to be in compliance with CEQA and the LCP (see 11 above).

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**Informal parking utilization study from Friday, 12/3/99; lunch time: Note: Similar results for the Wednesday 12/22/99 at Lunch.**

**Objective:** I had requested via a public records request the parking utilization numbers/reports done since the 1997 Downtown parking study (2/98), and was told they would be available 3/22/00. Also, the City staff have suggested that there is only a parking problem Downtown on 30 days a year. As a result I did the following informal parking utilization survey on Friday, December 3, 1999 from around 12:20 p.m. to 1:05 p.m. (during lunch).

**Results – over 100% utilization of existing public lots and public on-street parking:**

<b>Area:</b>	<b>Empty Spaces:</b>
Lot 1	1
Lot 2	0
Lot 3	3
Lot 5	0
Lot 6	1
Lot 7	3
Lot 8	3
Street meters	2
Pier lots (\$1.00 hour)	8
Street non metered – virtually full around Downtown	0
Civic Center (reserved for City Hall/Staff & Library)	3 (library)
Subtotal	24 open
Lot M (Metlox temporary parking – empty 50 spaces.	Used 100 spaces
Utilization - 76 spaces short	98% without Lot M 110% with Lot M
*** Effectively over 100% utilized ***	

**Weather:** Approximately 67 degrees, partly cloudy, and windy (coats and sweaters). Not great; O.K.

**Other Factors:** No valet parking. Parking meters bagged for free 2 hour and 24 min. parking. Did not check merchant permits, or City permits in Lot M.

**Enforcement:** Did not see any parking enforcement officers and did not see tires marked for overtime parking (meter feeding).

Numerous cars and trucks parked in driveways, and commercial loading zones.

**My Conclusion:** Downtown parking demand exceeds supply on Friday, 12/3/99 at lunchtime. This is not even a peak summer period, but a normal Friday.

Where are the City parking utilization numbers that were an action item from the 1997 Parking Study?

Elimination, or reduction, of Lot 5 and Lot M (Metlox) will have a significant impact on Downtown parking. Expansion of the Civic Center will create significant additional demand.

**Informal parking utilization study from Thursday, 7/13/2000; lunch time: Note: Similar results for Saturday, 7/15/2000 in the afternoon**

**Objective:** I had requested via a public records request the parking utilization numbers/reports done since the 1997 Downtown parking study (2/98), and was told they would be available 3/22/00. Also, the City staff have suggested that there is only a parking problem Downtown on 30 days a year. As a result I did the following informal parking utilization survey on Friday, December 3, 1999 from around 12:20 p.m. to 1:05 p.m. (during lunch). Also, this study on 7/13/2000 when the traffic counters were out.

**Results – over 100% utilization of existing public lots and public on-street parking:**

Area:	Empty Spaces:
Lot 1	0
Lot 2	0
Lot 3	3 + 3M
Lot 5	1
Lot 6	1
Lot 7	3
Lot 8	1 + 2 H
Street meters	2
Pier lots (\$1.00 hour)	2
Street non metered – virtually full around Downtown	0
Civic Center (reserved for City Hall/Staff & Library)	0 (library)
Subtotal	18 open
Lot M (Metlox temporary parking – empty 20 spaces.	Used 130 spaces
Utilization - 112 spaces short	99% without Lot M 107 % with Lot M
*** Effectively over 100% utilized ***	

**Weather:** Approximately 74 degrees, partly cloudy, and windy (coats and sweaters). Not great; O.K.

**Other Factors:** No valet parking. Marine Ave. closed for construction. Did not check merchant permits, or City permits in Lot M. 4 delivery trucks not in loading zones.

**Enforcement:** Did not see any parking enforcement officers and did not see tires marked for overtime parking (meter feeding). Numerous cars and trucks parked in driveways, and commercial loading zones.

**My Conclusion:** Downtown parking demand exceeds supply on Thursday 7/13/2000 at lunchtime when the City was monitoring traffic counts for the Metlox EIR. This is not even a peak summer period, but a normal Thursday. Also for Saturday, July 15<sup>th</sup> 2000 I saw similar results when the traffic counters were out.

Where are the City parking utilization numbers that were an action item from the 1997 Parking Study?

Elimination, or reduction, of Lot 5 and Lot M (Metlox) will have a significant impact on Downtown parking. Expansion of the Civic Center will create significant additional demand.



41) Traffic, Circulation and Access: This is one of the most critical areas affecting the project. The traffic is backed up MBB (eastbound), even during non-summer peak periods. Manhattan Avenue is getting worse every year. There should significant mitigation measures for this item in the Final EIR.

a. The 1988 General Plan states that existing traffic volumes on the City's streets are relatively high. This condition (Level of Service "LOS") F judged to exist at the following intersections and street segments during the evening peak periods of traffic: A) four intersections along Sepulveda, b) four intersections along Aviation, c) Highland Avenue N/O 15<sup>th</sup> Street, d) Highland Avenue between 15<sup>th</sup> and 13<sup>th</sup> Streets, e) Highland Avenue between 13<sup>th</sup> and 12<sup>th</sup> Streets, f) Highland Avenue between 12<sup>th</sup> street and Manhattan Beach Blvd., g) Manhattan Avenue between MBB and 11<sup>th</sup> street, h) Manhattan Avenue between 11<sup>th</sup> and 9<sup>th</sup> street, i) Manhattan Avenue between 9<sup>th</sup> and 8<sup>th</sup> street, j) Manhattan Beach Boulevard between Morningside Drive and Valley/Ardmore, k) Manhattan Beach Boulevard E/O Valley/Ardmore. *You can only imagine how much new development has been approved since 1988? How did these get approved without a cumulative CEQA traffic review, and findings that the projects were in compliance with the General Plan? The Final EIR should clearly show the traffic capacity of all the Downtown streets, along with the level of service during peak periods (July and August 2000) since 1988 to 2020. \*

b. 1988 General plan Goal 1, policy 1.1: Annual review the functioning of the street system to identify problems and develop solutions. How many annual reviews have been done since 1988? The latest City-wide traffic counts in the materials for the EIR were 1993???? Every General Plan policy and implementation plan item should be reviewed for this EIR. The Final EIR should show a graph that charts the increase in traffic since 1988 to predict the future traffic volumes. The 1988 General Plan (figure IN-3) also shows that Manhattan Beach Blvd. Downtown and Highland Avenue are "Streets with year 2000 volumes exceeding design capacity." The Final EIR should include a chart similar to the General Plan that shows how the Downtown streets traffic is projected to be in relation to year 2020 traffic. Refer to item d) below on Sepulveda Blvd.

c. The City council agenda item 00/0104.06 was; Status Report on the Los Angeles County Congestion Management Program (CMP) – Action plan. The status report says that the City is not in compliance as a result of the 1800 Rosecrans project (Old navy, Barnes & Noble, Gateway, REI, Trader Joe's, etc.). The EIR should show how the City will be in compliance with all the new projects that are proposed; a) Metlox 90,000 SF, b) 13,000 SF expansion of library, c) 40,000 SF expansion of the police and fire facility, d) new hotel from vacant lot at 18<sup>th</sup> & Sepulveda, e) possible re-development of Von's lot, f) 99 seat theater, g) 1500 Rosecrans, h) TRW parking lot to more intense use, i) remodeling of the Manhattan Village Mall (outdoor dining, redesign, new Cart uses inside Mall, etc.), j) etc. The Final EIR should demonstrate that the City will be in compliance with the CMP after the Project is complete, as well as other City projects for intensifications of use (330 N. Sepulveda – ReMax Building).

d. The EIR should review the Traffic Analysis for Sepulveda Corridor, prepared by Kimley-Horn and Associates, Inc. from November 1994 to December 1996 (Exhibit E). The City has not implemented some of the key recommendations of the Study, which were also endorsed by Caltrans. The study stated; "The predicted year 2000 traffic demand will result in a Level of Service "F" operation (severe congestion) throughout the corridor. The volume to capacity ratios along the corridor will range from about 1.9 at Rosecrans Avenue, 1.5 at Manhattan Beach Boulevard, to 1.1 at Artesia Boulevard." Unless the recommendations are implemented there is an extremely high probability that there will continue to be more cars on other City streets

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including Rosecrans, Highland, Pacific, Valley, Ardmere, Marine, Manhattan Beach Boulevard, Manhattan Ave, and cross streets to the east of Sepulveda. This could result in additional severe traffic on the Downtown streets which surround this Project. Human nature will get people to do shortcuts if they are sitting on Sepulveda. The Final EIR should demonstrate that the traffic on Sepulveda, Rosecrans, Marine and other streets will not affect Downtown traffic, and include mitigation measures if it does (update traffic counts).

- e. The EIR should review the possible mitigation measures of putting traffic signals at Valley and 13<sup>th</sup>, and Morningside and Manhattan Beach Boulevard. I had heard that the signal at Morningside and MBB had been set up for electrical as part of the 1992 Downtown Streetscape project. The Final EIR should also address other traffic improvements which were planned as part of the Downtown streetscape phases I and II. The City should also review their policy of not putting white lines to mark the cross-walks Downtown in addition to the blue tiles to improve pedestrian safety.

- 2) For purposes of reviewing the possible amount of future development that would affect traffic volume the EIR consultant should review the John Tawa article in the Easy Reader newspaper, dated October 14, 1990, entitled: "Rosecrammed." The CAJA EIR for the Santa Monica Public Safety facility also showed other possible development that might affect this project. Of course the expansion of LAX to 100 million passengers, and surrounding development will have a significant impact, especially on Highland Avenue and Vista del Mar, if the new Western terminal is built at LAX. The EIR consultant should also review the

following Los Angeles Times article; Tuesday, January 4, 2000 **Southland's Pace of Development Running on High**

By JESUS SANCHEZ, Times Staff Writer

- 3) The traffic intersections to be evaluated in this proposal are not adequate considering the materiality of this project to Downtown and Manhattan Beach, and the lack of an updated parking/traffic model. The EIR should also update the out of date parking and traffic sections of the 1988 General Plan, and LCP/LUP. Refer to the comments in item 8) below of the potential increases in traffic that could seriously impact the demand for parking and traffic near the beach, in Manhattan Beach. Make enough counts at appropriate peak times (July and August commercial events, etc.).

- a. Add pedestrian access to all sites, and in particular Valley at 13<sup>th</sup> and Morningside and Manhattan Beach Blvd., in accordance with the instructions for the RFP/development, and the requirements of the LCP for horizontal and vertical access ways to the beach (refer to DSAP suggestions).
- b. Add Manhattan Beach Blvd at Morningside (critical and how missed?)
- c. Add Morningside at 12<sup>th</sup> and 13<sup>th</sup> street (critical).
- d. Add Valley at 13<sup>th</sup>
- e. Add Manhattan Beach Blvd. at Ocean
- f. Add Highland at 12<sup>th</sup> and 13<sup>th</sup> and 15<sup>th</sup>.
- g. Add Highland at Marine and Rosecrans.
- h. Add 30<sup>th</sup> street at Sepulveda.

- i. Add Sepulveda and Rosecrans.
  - j. Add Sepulveda and Valley and Ardmore and Manhattan Ave. at 1<sup>st</sup> Street.
  - k. Add Rosecrans at Pacific. Do intersections similar to 1988 General Plan and City-wide 1993.
  - l. Add public transportation and handicap and pedestrian access.
  - m. Add Ocean Drive.
  - n. Add all areas where there will be entrance and exit to the underground parking.
- 4) Future traffic projects. The DSAP showed an economic draw significantly outside of Downtown. Jonathan Tokin in his July 8, 1999 letter to the City talked about a regional Restaurant Row. This could affect early morning commuters, breakfast, lunch, happy hours, dinner, and late night crowds. The impact of future surrounding projects that will bring traffic to, and through Manhattan Beach, is critical. There are limited north/South access ways through the City and the future development north and south of the City should be included in the traffic studies, especially as it related to Highland Avenue. The 1988 General Plan (Exhibit F) and most EIR's I reviewed including the CAJA Santa Monica police facility did also, but this DEIR did not. The Final EIR should review the regional draw from other projects that are planned in the regional area as they could be a draw to Manhattan Beach. Examples of proposed development , and LCP, LUP, Code requirements, that should be considered in the Final EIR are:
- a. Full build out of Downtown Manhattan Beach, and residential areas of Manhattan Beach, including ability to build two units on lots in the residential areas, and current exemptions in the Code in the Downtown commercial district (Code should be reviewed and revised – mitigation).
  - b. Full build out of the Civic Center, including police, fire, civic offices, library, 99 seat theater, etc. (Refer to Leach Mounce 7/95 study and HOK 1/99 contract).
  - c. Full build out of the Von's site in Downtown Manhattan Beach.
  - d. Impact of 300,000+ square feet of Raleigh Manhattan Beach studios and draw to Manhattan Beach downtown and surrounding sites.
  - e. Full development of TRW 7 acre parking lot. Commercial development of site East of TRW where the TRW credit union is now being built.
  - f. Major Hawthorne re development on Rosecrans by the 405 freeway. Potential for Car dealers on Sepulveda to be replaced with even higher traffic/parking count commercial (reserve for them to leave in 1999/2000 City Budget).
  - g. Completion of the Oceagate complex east of the 405 freeway.
  - h. Demand from 1800 Rosecrans (REI, Old Navy, Gateway, Barnes & Noble, etc.), 1500 Rosecrans additional development along already crowded (LOS - F) Rosecrans.
  - i. Demand from proposed Atrium site in El Segundo across from 1700 Rosecrans.
  - j. Many proposed new developments in El Segundo (Downtown re development/Allied/Signal).
  - k. Many proposed new developments in Hermosa Beach (Hermosa Pavilion/Downtown).

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- l. Many proposed new developments in Redondo Beach including development of the many acres on the power generating station site.
- m. Expansion of LAX from 40 million passenger design to 100 million annual passengers, and the related support staff, and traffic getting to and from LAX. There were also plans for a new western international terminal, which will substantially increase demand on Vista Del Mar/Highland (Through Downtown) and Rosecrans.
- n. Playa Vista full development. Expanded development in Marina del Rey.
- o. Major remodeling planned for Manhattan Village Mall (in process for some time).
- p. Significant increase in population in Southern California which will place excessive demand on public parks and beaches, which significantly affects Downtown Manhattan Beach. Beach goers, and Downtown visitors and employees, can cause traffic and park in residential neighborhoods as there is no residential parking permit program (Beverly Hills, Westwood, etc. etc.). Traffic Downtown is already terrible, before any more development.
- q. Impact of traffic and parking on residential areas east of the Metlox and Civic Center site. Refer to the General Plan requirements to annually review commercial development parking impact on residential areas.
- r. LCP policy II.1 Control development within the Coastal Zone.
- s. LCP policy I.C.1 The City shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.
- t. A.64.220 Parking area plan required. Prior to the construction or reconstruction of an off-street parking area, a parking area plan shall be submitted to the Community Development Director for the purpose of indicating compliance with the provisions of this chapter..... A.64.230 Parking Management Program for the Coastal Zone.
- u. Parking management program for the Coastal Zone (CDP requirement).
- v. Parking by Downtown parking quadrant, and Code of within 1,000 feet of Use(zoning Code),etc.
- w. Items in John Tawa's, Easy Reader newspaper article, dated October 14, 1999, entitled; "ROSECRAMMED."

5) *Table 1 below shows an alternative with 57,000 SF of low impact uses which should be incorporated in the Final EIR.*

6) *Table 2 below demonstrates how the Civic Center and Metlox sites are underparked. The Final EIR should provide more details to validate that cumulative traffic and parking during peak periods are adequate, and that mitigation measures are in place for an shortage.*

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Table 1 – Description; 57,000 SF low impact development	Parking spaces
30,780 SF Inn; 40 rooms; include provisions for “wired” rooms and national marketing for Inn to support Inn when local sources don’t fill Inn. The Inn is neither “Beach” like those in Santa Monica like Shutters or the Beach House in Hermosa, or low cost like the Holiday Inn express and Comfort Inn along Sepulveda. The City took the office and hotel market analysis out of the Economic Impact analysis. The City financial analysis showed only a 75% occupancy and \$150 room rate. No optimistic, realistic and pessimistic financial analysis with ROI/DCF. No Risk analysis.  No market analysis. How can the Sea View Inn build new rooms on Highland and make a profit but this Inn can’t per financial analysis?	40 spaces
26,411 SF of Office; at one per 300 SF. Technical office space is now often computed at one space per 250 SF. The Skechers building was supposedly built to Code but at one time had 30 parking permits, plus had illegally obtained 19 permits from H2O.	88 spaces <u>Total 128 spaces</u>
Total of 57,191 SF.	
Parking for lost merchant spaces in Lot 5 and Lot M (Metlox). The Downtown BID A has \$1 million to pay for parking. At \$20,000 per space that would pay for 25 spaces.	84 spaces
Total parking for Metlox (loading and unloading along 13 <sup>th</sup> east of Morningside and on Morningside Drive). Loss of Retail and Restaurant and fast food would require less loading and unloading.	212 Spaces, under ground with high security
Move Town square (miniature 3 <sup>rd</sup> Street Promenade – see DEIR pages 36 and 38) from Metlox to Civic Center. Page 46 shows lot coverage on Civic Center only .46 to 1 versus Metlox as .94 to 1. The drawing on Page 33 shows a large open area on the Civic Center.	
Reduce height of development to 26 feet from 30 feet consistent with the rest of Downtown. See DEIR; Figure 23, page 97.	
Open up the 12 <sup>th</sup> Street view corridor, which has been blocked with the 90,000 SF plan. Under ground utility lines.	

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Table 2 - Description -	Gross parking for Metlox & Civic Center (A)	Secured or reserved parking (B)	Net parking available to the public (A-B)
<b>Civic Center Parking (EIR page 158, 562 total spaces less 212 on Metlox)</b>	350 <b>Civic Center</b>		<b>Cumulative Total</b>
Less: 116 secure subterranean parking for police and fire (EIR page 158)	(116)	(116)	234
Less: at grade parking for 61 police and fire vehicles (EIR page 158) 14 visitor(D)	(61)	(47) (D)	187
Less: Civic Center public and staff parking needs (EIR pg 158) 15 visitor(E)	(87)	(72) (E)	115
Less: Library parking for existing 12,100 SF library (1 per 257 SF)(EIR page 35)	(47)	(47)	68
Less: Parking for 17,900 SF expansion of library at one space per 300 SF (EIR #35)	(58)	(58)	10
Less: Parking for 10,000 SF cultural arts center (one space per 4 seats - 99 seats)	(25)		(15)
Less: demand from potential use of excess jail capacity for new jail for all Hermosa Beach prisoners, as proposed by Staff to Council on July 2, 1996	???		(15+)
<b>Subtotal - Civic Center parking shortage of at least 15 spaces</b>		(340)	(15+)
Metlox parking is 212 (EIR page 158)	(Metlox) 212		
Less: New Metlox employees (EIR page 106) (Metlox parking 212 - 165 employees projected; 47 customer spaces for project not sufficient)	(165)	(165)	47
Less: understated demand for 1,800 SF of outdoor dining on Metlox (1 per 50 SF) (EIR page 36)	(36)		11
Less: understated demand for 30,000 SF Metlox Town Square/Tower/Open space (1 per 600 SF)(EIR page 36 & 37 for description of many events; live music; farmers market, street performers, etc.)	(50)		(39)
Less: understated Code demand like bakery/ice cream shop (2,180 SF fast food; 1/75) shown as retail (1 per 200)?	(18)		(57)

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Table 2 - Description --	Gross parking for Metlox & Civic Center (A)	Secured or reserved parking (B)	Net parking available to the public (A-B)
(EIR page 36)			
Less: understated Code demand for Office (i.e. Skechers with 51 merchant permits and building to office Code (use 1/250 vs. 1/300)?)	(18)		(75)
Less: Lost merchant spaces in Lot 5 (38 permits at 80% utilization is 30 spaces, and Lot M (Metlox) with 50 permits at 80% utilization is 40 spaces, and waiting list for merchant parking (38 spaces) for total shortage of 108 spaces	(108)	(108)	(183)
Less: Lost non merchant spaces in Lot 5 and Lot M (Total 190 – 70 merchant; above) <i>(currently used so demand exists)</i>	(120)		(303)
Less: inadequate peak demand analysis of many regional draw special events in Downtown Manhattan Beach throughout the year (refer to City calendar)	???		(303+)
Less: (G) does not include impact of increased beach and downtown draw for increase in population in LA county which competes for Downtown parking. <u>Up 41.8 % from 9.8 million on 7/1/2000 to 13.9 million on 7/1/2040 (State of CA.)</u>	???		(303+)
<b>Subtotal – 212 Metlox (Downtown) spaces with estimated shortage of 303</b>		(273)	(303+) Metlox shortage
<b>Subtotal – 350 Civic Center spaces with estimated shortage of 15 (from page 1)</b>		(340)	(15+) Civic Center short
<b>TOTAL – 562 total project shared parking spaces with shortage of 318</b>		<b>Total 613 used vs. 446 available? (C)</b>	<b>(318+)</b> Total Shortage

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(X) Availability of Civic Center/Metlox Parking (see C below): Per the 7/11/95 Leach Mounce study there were 178 net existing spaces available to the public (217 gross less 39 secure) on the Civic Center. Per the current Civic Center proposal there are 173 net spaces available (350 gross, less 116 police subterranean, less 61 police on grade, less any other 24 hour reserved City staff and staff vehicle parking not indicated in the EIR analysis), or 5 less with a 54,332 SF, or 127%, increase in square footage of the Civic Center (EIR page 35). This Civic Center lot (free parking) is currently very highly utilized on weekends, therefore the addition of the additional parking will provide no benefit. Likewise the Metlox site is only adding 212 new spaces but it is eliminating 40 spaces in

Lot 5 and 150 spaces in lot M (Total of 190 spaces with up to 89 Merchant permits), so there is a net increase of 15 spaces for 90,000 SF of new medium intensity development. The February 1998 Downtown Parking study indicated on Page 44 that half of the Downtown merchants surveyed indicated that the merchant parking system does not meet their needs. The February 1998 Downtown Parking study indicated that there were one parking space per 215 SF of commercial development versus Metlox with one space per 424 SF of commercial development, or one half parking per SF of commercial development as the existing Downtown (1,624 on-street, Public off-street including 180 at the Civic Center (not available during the week and 47 Library not available on part of weekend, as well as about 15 – 24 hour reserved spots), and Private off-street (Table 1) and 350,000 SF of Commercial development (Table 13) Metlox is 90,000 SF of commercial development with 212 parking spaces). One of the action items from the 1998 parking study was for the City staff to provide quarterly updates on parking counts. This was confirmed by Dave Doyle in the Council minutes when the 1998 parking study was presented to Council on 2/17/98. No parking counts have been provided by the City, despite a request for public records on 11/8/99. If the Downtown counts are available since 2/17/98, they should be presented with the final EIR to support the conclusions in the EIR that new excess Civic Center parking will be available to the public on weekends and evenings, and that new excess parking is available.

Notes: 1) The DRAFT EIR analysis assumes the rest of Downtown is adequately parked and no merchant permit shortage? 2) One level of Metlox parking is 212 spaces so the project is short up to 1.5 levels (\$6.4 mm at \$20,000 per space fully burdened). 3) Downtown BID A has \$1 million for parking. 4) The Draft EIR does not have project financial analysis or revenues and financing analysis (parking, etc.). The Downtown Economic Analysis by CAJA/Economic Research Associates (ERA) approved by the City Council on 7/18/2000 is not available and no date has been provided to the public for it's release (\$10,000 cost/4 weeks). 5) The City 1997 Land Use parking Model has not been updated for cumulative demand? This should be done for the final EIR report to show real land use and other demands for Downtown parking. 6) The addition of 90,000 SF of new development will increase total commercial space Downtown by over 25%. This will likely move the center of commercial activity east of Highland Avenue. The 1998 Downtown parking study showed that there was a 85 space parking deficit in the Southwestern quadrant and 17 space deficit in the Northwestern quadrant, which has only increased with intensifications since that time. The Final EIR should analyze the land use and parking aspects of this shift (Code requires off-site parking within 1000 feet), and the upcoming ERA Downtown Economic Analysis should review the economic impacts. Refer to the General Plan Goal 4; Policy 4.1 (Protect all small businesses throughout the City which serve City residents).

Note: Table 17/Page 136 is Code Parking Requirements for Downtown Manhattan Beach. 628 Code spaces reduced 10% to 562 for shared parking analysis. Existing allowable code reductions don't work, like at Manhattan Village Mall, Target/Blockbuster center, etc. especially with the additional draw of the many special events, Metlox Town square demand, and growing beach traffic, which were not factored in the demand.

(C) Parking available to the public (EIR page 158) (see X above). In total, at least 562 parking spaces will be provided on-site, of which 446 would be available to the public. (C) Based on the above analysis a total of 613 spaces will be required for staff, library, employees, secure parking and existing merchant permit spaces? The Final EIR should provide support for this number and how it was calculated. Also on Page 158 it goes on to state – Further, the site will provide an excess of 300 parking spaces available for public parking during the most critical time period for the area, Summer Weekends. With the Metlox employee parking of 165, library parking on Saturday of 105, Cultural arts center parking of 25+, and existing merchant parking (Lots 5 and M) with the waiting list of 108 spaces, and parking for the many special events which appear to not have been included in the traffic and parking demand, it is unclear how the 300 parking spaces were calculated. Supporting data should be included in the Final EIR. Supporting data should also be provided in the Final EIR that only summer demand is high, as it appears that on any nice weekday at lunchtime, or any nice weekend year round, traffic and parking are bad (refer to 12/3/99 parking counts at lunchtime included in Appendix A). Valet parking has just increased demand (regional draw). The 1998 Downtown parking study said that 81% of businesses, and 69% of residents surveyed thought there was a parking problem Downtown (page 44). The 1998 Downtown parking study also indicated that Overall parking demand has increased, particularly at Noontime and in the evening hours due to the increased



restaurant uses (25,000 SF since 1990 with no new parking; Page 50). More intensifications of use have occurred since then with no new permanent parking. All of these issues should be addressed as to cumulative traffic and parking demand in the Final EIR.

(D) Source; July 11, 1995 Leach Mounce Architects; City of Manhattan Beach Public Safety Facility Review, unnumbered page Public Safety Parking Needs (10 visitor police and 2 visitor Fire and 2 handicap for total of 14 spaces – non secure). The 7/11/95 study did not break out visitor parking for the Civic Center. Used 13 existing visitor spaces near entrance to City Hall, and one handicap and one commercial loading space for total of 15 spaces.

(E) Page 158 of the DEIR, under Impacts on Parking Availability, states that “...as well as an additional 87 spaces for Civic Center public and staff.” Currently there are 13 – (2-24-hour reserved spaces for Geoff Dolan plus one other by the entrance to City Hall and 11 other 24-hour reserved spaces for service vehicles (Electric Vehicles, etc. Non-police)). It is unclear where these are in the 7/11/95 Leach Mounce study. There appear to currently be xxx spaces for City Hall staff (request for public records of 10/20/2000 not answered as of 11/18/2000.), visitors, and service vehicles. The signs posted at City Hall for employees state; a) some reserved to 6:30 p.m. b) . The City 2000-2001 Budget for Full Time equivalent positions shows 74 Employees (13 Management Services, 20 Finance, 7 Personnel, 14 Parks and Recreation, 20 Community Development is a total of 74) excluding Police, Fire and Public Works. This does not even include volunteers, contractors (traffic engineer, etc.) and other temporary employees at City Hall. In addition, only 15 visitors to City Hall may be understated. My experience is that the City Hall visitor spaces are often full. The 7/11/95 Leach Mounce Public Safety review showed on Intro-4 an existing and 1995 need for 93 parking spaces for City Hall, and a 2025 need of 112 spaces. In addition, if you use the normal Code requirement for office of one space per 300 SF and apply it to the 30,500 SF City Hall (source 7/11/95 Leach Mounce study; parking table), you would get a need for 102 spaces, and at one space per 250 SF, the need would be 122 spaces, and this does not even include the service vehicles that the City Hall uses (11 spaces). Thus the 87 spaces for Civic Center public and staff (DEIR page 158), less 15 visitor, delivery and handicap total of 72 appears to be clearly understated. In addition, the convenient on-grade parking for the City Hall and Library/Cultural arts center appears to be inadequate. Proposed Mitigation: Increase City Hall/Library parking, including on-grade parking available to the public (customers). Include in the Final EIR the detail of the 112 parking spaces of proposed City Hall 2025 need, or a more detailed parking use analysis including any empirical data showing current/proposed City Hall staffing and vehicles and customer parking use. In addition, provide on-grade spaces for customers and not City Hall employees who should park in the non-secure subterranean spaces that could be available during non-City Hall hours.

Note: The LA County lifeguards produce statistics for Beach attendance (attached). In Manhattan Beach they are segregated by the Manhattan Beach Pier Area, and going north the Manhattan county area, and going further north to El Porto. For the first 9 months of 2000 the attendance at the Manhattan Beach Pier area only was 2,292,600, or 8,491 per day average. The 2000 numbers are up 40% over the first nine months of 1999. No information was provided in the EIR for the impact of Beach attendance on Downtown parking or traffic. While this information may not be as accurate as traffic counts, if done consistently over a long period of the time, the counts should produce valuable information. There may be a causal relationship between the implementation of the Downtown Valet parking program, which increased this summer with the addition of the Skechers building lot (97 spaces) and an additional drop-off space on Manhattan Ave. by Becker's Bakery and Fonz's. Hopefully the Downtown Economic analysis will show if there is a corresponding increase in sales tax as a result of this increased regional draw for traffic and parking. The beach area attendance counts should be provided in the Final EIR, with an analysis of their significant impact throughout the year. The projected beach attendance numbers, and proposed mitigation factor of increased Valet parking, and the projected 41.8% in the LA County population (G), and the draw (lunch not studied, happy hour, dinner, etc.) of new businesses in El Segundo, along Rosecrans (new or expanded office buildings and Manhattan Beach Studios), and other developments as noted in several comments to the 1/11/2000 scoping meeting, should be factored in the related projects growth factor on page 45 of the Final EIR.

Note: The Manhattan Beach General Plan; Goal 7; is Protect existing residential neighborhoods from the intrusion of inappropriate and incompatible uses. There have been many public hearings and meetings on the Metlox, and other projects, where residents from east of Ardmore have complained about the existing problems from Downtown uses, and potential impacts from the Metlox project, as well as recently residents by the proposed Bacchus TYPE 47 alcohol expansion at 1000 Manhattan Ave, with the use of public property for serving alcohol. The land use or other appropriate section of the EIR (or Master Use Permit or Development agreement or Coastal Development Permit) should clarify and insure that the current policy of no alcohol sales on public property will apply to the 1,800 SF of proposed outdoor dining on the Metlox site as well as to other public open spaces of the project. There appears to be considerable parking in the residential areas, including those east of Ardmore. If the traffic continues at a level of service F, going west on Manhattan Beach Blvd. at Ardmore/Valley, the customers and beach goers will turn down Pacific or other streets and find free parking in the residential neighborhoods and avoid the gridlock and cruising for a parking space Downtown. The Manhattan Beach General Plan; Circulation Section; Goal 2; Policy 2.2 is Develop neighborhood traffic control plans for those areas which experience the greatest spillover traffic impacts. The EIR did not even analyze Manhattan Avenue (Ocean Drive) traffic which received a level of service F in the 1988 General Plan. The General Plan Circulation Goal 3; Policy 3.1 is Annually review on-street parking in the neighborhoods adjacent to commercial areas, and develop parking and traffic control plans for those which are adversely impacted by spillover parking and traffic. All of these items should be addressed in the Final EIR.

Note: Comments on over concentration of alcohol licenses in Manhattan Beach, possible three new licenses at Metlox (2 restaurants and Inn), and analysis of alcohol related crime. Supporting documents to come.

- 42) Mitigation: Install stop signs, and/or do not block intersections signs at MBB and Morningside
- 43) Mitigation: Have traffic officers directing traffic at MBB and Highland/Manhattan Ave. during heavy traffic time during special events (paid for by events) due to heavy pedestrian traffic in intersections which slows down traffic.
- 44) Mitigation: Have more pro-active enforcement of items in the public right of way/property (signs, merchandise, benches, etc.) that restrict access to the horizontal and vertical accessways to the Beach, particularly along Manhattan Beach Blvd. Consider eliminating sidewalk dining and benches along MBB to open up access, as in other cities that have more that 4 feet wide sidewalk requirements in their Code (5 ft. to 8 ft.).
- 45) Mitigation: Have the police more pro-actively enforce the valet parking service, which at times appears to be restricting the flow of traffic, parking cars illegally, etc.
- 46) Mitigation: Have more trash pick-ups on weekends and special events (paid for by events). As I have noted to the City several times, there are often overflowing trash cans, trash on public property, etc. that are not attractive. Special events at Metlox and the Civic Center should pay for these extra trash pickups.
- 47) Mitigation: Include Downtown Streetscape improvements on all sides of the Metlox/Civic Center development, including Morningside Drive and 13<sup>th</sup> Street. (Note: replace \$1 million (with interest) of breaking Japanese tiles with colored concrete for lower maintenance.).
- 48) Mitigation: Install stop light at Morningside Drive and Manhattan Beach Blvd.
- 49) Mitigation: Proposes adding right turn lane at 15<sup>th</sup> and Highland. Will direct more traffic onto Manhattan Ave. which the City did not even study, and had a level of service of F in the 1988 General Plan.
- 50) Mitigation: Do a concurrent traffic and parking study for Downtown that indicates that the streets cannot take any more traffic, and parking is fully utilized. Eliminate Code loopholes (and staff's interpretation) so that new and expanded intensifications (primarily from retail to restaurant/bar) cannot occur unless there is adequate parking to meet real demand. If not, Manhattan Beach will turn into Fifth Avenue on Manhattan Island. Code changes were long term solution suggested in 2/17/98 Downtown parking study that were never implemented.

23.81

51) Creation of a temporary parking lot on the Metlox property (5/5/98 City council meeting).

- a. Final EIR and proposed mitigation: The minutes of the 5/5/98 meeting that the City approved the creation of the temporary parking lot. It has already operated two years as a temporary parking lot. Temporary things become permanent. The Final EIR should discuss how long the Metlox Temporary parking lot can operate without compliance with Coastal Commission requirements and Code requirements for items light lighting, landscaping, etc., and potential mitigation measures should be discussed. *(For the City Council and planning commission meetings the City should document whether the \$34,750 of net revenue to the City projected by Dave Doyle has been achieved, what the utilization of the Lot M has been, and this should be included in the ROI calculation presented for the project. Also, the crime reported in and around Lot M should be summarized).*

52) CEQA guidelines (per the State of California Internet site - <http://ceres.ca.gov/ceqa/index.html>):

- a. There was not adequate time provided to review the DEIR. In order to determine the historical data for Downtown to evaluate the current EIR I had submitted 7 requests for public records on 11/8/1999. According to a verbal response to my 11/8/1999 request for public records by Richard Thompson on 11/9/2000 the last comprehensive EIR done in Downtown was in 1978/9 for the La Mar theater. The other responses from 1999, and several new requests from 10/20/2000 have still not been received as of Sunday, November 12, 2000 although they were supposed to be mailed to me. Some of the requests were postmarked on 11/14/2000 and received on 11/15/2000 but those were incomplete. I did not have time to review the materials and comment on the specific deficiencies prior to the deadline for submission of the comments on 11/22/2000. Thus again, the public has been deprived of timely data to evaluate and comment on the DEIR. Also, the verbal comments and discussion at the several hour EIR scoping meeting on January 11, 2000 were not included in the DEIR and should have been. Even though the City said they were making copies of the EIR available for \$20, that did not include the technical appendices like the traffic study which cost an additional \$16 and took another week to obtain. There were numerous problems with the City web site version of the DEIR and it was missing Appendices A, B, and C. The complete DEIR could have been put on CD-ROM at a very low cost, but the City chose not to do that. Because of these and other shortcomings in the DEIR, the comment period should be a) extended for 15 days which is allowed by CEQA (City requested LAX EIR comment period be expanded to 180 days), or I would suggest that the best alternative would be to b) the DEIR should be revised and re-circulated.

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- b. The Daily Breeze article of Sunday, November 19, 2000 indicated that the LAX EIR, which is six foot high, will be available on CD-ROM for \$60.00. The cost of copying a CD-ROM at Kinko's is \$19.95. The Full DEIR (including appendices A, B, and C) and the Final EIR (including all appendices) and other documents could all be on one CD-ROM. They should be made available to the public at no more than \$20.

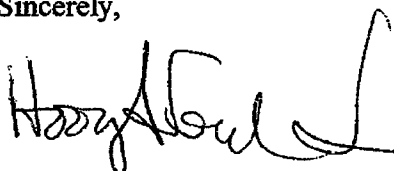
Because there was inadequate time to review and comment on the DEIR due to the late receipt of information from requests for public records (11/15/2000), this document was not fully reviewed and edited prior to submission. I apologize for any typos and corrections. However, the residents are doing this work for free in 45 days in their spare time, and the City and their consultants were paid to do this project over a year period.

I will FedEx the comments on Monday, November 20, 2000, with attachments. I will E-mail the comments (without Exhibits) as a back-up only to insure they are received by the 11/22/2000 deadline. The comments included and responded to should be the hard copy comments which the City should receive on 11/21/2000 via Federal Express.

Thanks for your consideration of my detail comments and suggestions for the Final EIR and proposed mitigation measures. While this may be more detail that is necessary to raise significant issues for the DEIR, this will avoid me having to provide the more detail comments at future hearings of the planning commission and City council on this important matter.

I hope that the City Council will consider extending the comment period for response to January 1, 2000. The 11/21/2000 Council meeting agenda has a request from the City of Manhattan Beach to LAX to have a 180 day comment period on that draft EIR. This document is just as important to the residents of Manhattan Beach.

Sincerely,



Harry A. Ford, Jr. – Sunday, 11/19/2000  
54 Village Circle  
Manhattan Beach, CA 90266-7222  
Phone & Fax (310-546-5117)  
E-mail – HarryFordManBch@aol.com

November 16, 2000

Mr. Richard Thompson  
Community Development Department  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Dear Mr. Thompson:

**SUBJECT: METLOX DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)**

Please consider these points in your deliberations over the Draft EIR:

- Fails to acknowledge numerous intersections which are currently in an unacceptable traffic situation and will be significantly impacted even further (e.g., Marine and Highland, MBB and Sepulveda, Valley and Blanche, Marine and Sepulveda to name just a few)
- Proposes mitigation measures for traffic problems which are either not feasible or create other problems (possibly involves the demotion of The Kettle and Starbucks)
- Suggests that impacts occur only during the summer
- Values summer impacts at only 25%. It should be more heavily valued than the winter months since this is a significant time of year for residents' quality of life at the beach.
- Fails to acknowledge that Metlox has different height zoning than the rest of downtown
- Fails to acknowledge existing traffic and parking problems on residential streets surrounding downtown

On a related note, the developer's plans include an unacceptably tall 70' Tower.

Sincerely,

Sally Hayati, Ph.D.  
Director, Information Technology Department  
The Aerospace Corporation

NOV 28 2000

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24.2  
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24.6

2623 Laurel Avenue  
Manhattan Beach, CA 90266

November 22, 2000

City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach, California

**Re: METLOX DRAFT EIR**

Following are my concerns with regard to the completeness and adequacy of the Metlox Draft EIR

**1. Traffic Intrusion Impacts;  
Lack of Manhattan Beach "Significance Criteria"**

This section addresses a non-Metlox construction project which I believe has important relevance to the Metlox EIR document. Linscott, Law & Greenspan engineers' *Second Street/Aviation Boulevard Mixed-Use Development, Residential Traffic Impacts* states on page 34 that Manhattan Beach has "no official significance criteria" for impacts of neighborhood traffic intrusion. In this recent city-approved development at Aviation Boulevard/Second Street, the conclusion of "no project-specific traffic mitigation required" was based on City of Los Angeles methodology and values (also on page 34 of above document).

I strongly object to such an assumed and unqualified equivalency being used in the Metlox EIR and believe that residents of Manhattan Beach should reject attempts at lumping our village-like neighborhoods into the same category as the "metropolis" Los Angeles. I believe that Manhattan Beach should reject an EIR that is clearly not based on "significance criteria" developed specifically for Manhattan Beach.

"Officially established criteria" should be developed by the City as a basis on which to measure estimated future impacts of Metlox-site developments as well as all other proposed City projects before the Metlox -- or any other -- EIR is completed.

Absent such City-specific measurement/evaluation criteria as seems to be the case at this time, the Metlox EIR should, I believe, at the very minimum present, substantiate and strictly be held to criteria appropriate for a small bedroom community such as Manhattan Beach in terms of size, residential character, lack of thoroughfares, street configuration and other unique and historical characteristics of our community.

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NOV 22 2000

## 2. Traffic Impacts in General

On the above-mentioned subject of City criteria, I also take note of the Metlox Draft EIR Appendix document, Traffic Section, by Crain & Assoc., at the top of page 60, where it says,

"According to the City of Manhattan Beach policy, a project is deemed to have significant traffic impact at an intersection based on the following V/C (volume/capacity) (or CMA) results:

### Significant Project Traffic Impact

<u>LOS</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase in V/C</u>
E, F	>0.900	equal to or greater than 0.020 "

This policy, if it even exists in writing, is not in conformity with the reality of our small town.

It doesn't take a traffic engineer to know that these levels of service (LOS) or, more aptly, "Levels Of Strangulation," of E and F are way above the threshold where traffic impacts our current quality of life. The City must establish criteria that are more people-favoring, and revise and publish the above so-called policy in keeping with that. Incidentally, LOS isn't for stop-sign type intersections (refer to p. 23), so invoking it here is inappropriate. Also, this draft EIR Appendix, page 21 states, "Level D, a more constrained condition, is the level for which a *metropolitan area* (italics mine) street system is typically designed."

The implication here is that we should not question the EIR's evaluating our town as if it were a metropolis.

Our neighborhood streets were not designed to such a so-called standard or inevitability, and to now assess them as being required to accept such a D Level flow of traffic is absurd. Further, these A through F levels are defined (EIR Draft page 23) as *stoplight-controlled* networks, not the two-way stop sign placed every other block in our residential grid, the way our town was deliberately set up. Our city engineer recently stated as much.

The necessary distinctions between our neighborhood streets and alleys versus highways or thoroughfares are obscured and avoided in the draft EIR when it resorts to proclamations like Level D being the norm.

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On page 56, the draft even acknowledges that "... the area surrounding the project is essentially residential ...". It further claims, "the two major traffic facilities *through* the study area, Sepulveda Boulevard, and Manhattan Beach Boulevard, however, have been improved with multiple through lanes ...".

Make note here of the physical reality of the outdoors: Sepulveda Boulevard is not a route *through* to Metlox. Only Manhattan Beach Boulevard is a conduit to it. Thus, the so-called improvements on Sepulveda do not materially assist or share in the solution of site-generated traffic problems of flow out of Metlox. Sepulveda only serves to bring traffic into residential streets where visitors attempt to reach Metlox by invading whatever narrow roads they find. The assurances to the contrary, written in the middle of page 61 (cut-through routes), are but pie-in-the-sky dismissals of reality.

### 3. LAX EIR Requirements a Propos Metlox

Just as Manhattan Beach requested of LAX that it include in its upcoming E.I.R singular and cumulative effects of its proposed expansion, in combination with traffic from other developed sites, out to a radius of 15 miles, this Metlox-site EIR must present and deal with this extended regional traffic and environmental domino effect, not merely within the perimeter as currently outlined. To demand wider and realistic consideration from another city, as Manhattan Beach has of Los Angeles with regard to LAX, yet not requiring Tolkien to report on the true and wider impacts of their proposal is hypocritical at best.

As documented elsewhere in public commentary on Metlox, non-EIR, nonconforming projects on Rosecrans, and some in progress on Aviation Boulevard in bordering Hawthorne already funnel their traffic and disruption into our street grid. This larger (15-mile) "radius of concern" is all part of the permitting processes and the request by our City and its vendors for its residents' and state governments' permission to *properly* develop land *owned by us*.

### 4. Pedestrian Traffic Concerns

The draft EIR does not include pedestrian traffic concerns. No mitigation measures are offered; indeed, there is no acknowledgement of existing problems. City residents out walking or jogging in their neighborhoods, as we do regularly, will be forced to find their way through streams of vehicles at crosswalks, and will have to run an intimidating gauntlet of sometime hostile drivers, most from outside this area.

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Walking one's children or dogs will become an unpleasant, hazardous experience. Even during summer peak traffic months, our residential areas are now reasonably free from strangers rushing to make their way through our narrow streets to the beach.

This will change dramatically with the addition of a downtown commercial center to attracting out-of-town shoppers and visitors seeking the fastest route to their destination, i.e., "undiscovered" residential streets leading from both Sepulveda and Rosecrans to the Metlox site.

When that occurs, what will mitigate the inevitably impatient, discourteous, short-tempered and possibly destructive behavior against locals and their property by strangers frustrated with having to negotiate narrow residential streets on their way to Metlox?

Thanks to the extraordinary traffic control exercised by the City for special events, and the goodwill of residents and visitors, it is now possible to safely and leisurely cross city streets on foot during crowd-attracting events such as the Old Hometown Fair. However, this will not be the case once out-of-town crowds discover and routinely start seeking out the attractions and amenities offered by the Metlox development as currently planned. This will set the scene for heavy out-of-area vehicular incursions into our quiet residential neighborhoods, and lead to parking wars waged in front of our houses.

##### **5. Existing Traffic Studies; Marine Avenue Problems and More EIR Mischaracterizations**

The recent "Marine Avenue Neighborhood Traffic Study," published by Meyer-Mohaddes & Associates, was to gather traffic volume data for the network bounded by Manhattan Beach Boulevard, Pacific Avenue, Rosecrans Avenue and Sepulveda Boulevard. This study should be incorporated into and referenced in, set forth and evaluated as initial data in the Metlox EIR.

The Metlox EIR data and conclusions need to be cross-referenced to, compared with and measured against these prior observations, and any inconsistencies forthrightly dealt with, not fudged. This has not been done.

Additionally, existing published statements and opinions of concerned residents, especially along the Marine Corridor (to the downtown and thus Metlox) which initiated the study referred to above, should also be included in the EIR, as expected Metlox traffic changes will surely compound a situation chronically exacerbated by the lack of a Marine-Sepulveda solution.

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Previous traffic mitigation efforts and results on Marine Avenue should be included in the Metlox EIR, and discussion and considerations given to the historic lack of success of those efforts and the likelihood of intensified problems; "mitigation" there has not mitigated anything.

Geographically, in the Draft EIR, traffic mitigation only addresses a few boundary roads and thoroughfares such as intersections at Manhattan Beach Boulevard and Sepulveda.

No mitigation is discussed or planned for the feeder roads or the all-important to quality-of-life neighborhood streets, all of which will be permanently impacted.

The Draft EIR itself (page 56) admits Metlox to be (in effect) isolated within a residential community. It is not being built out on some wind-swept prairie.

Further regarding the draft (page 23): The last sentence states, ". . . except [for] the intersections of Sepulveda Boulevards and Marine Avenue, [all] are operating well *within capacity*." (Italics mine.) The referred-to Table 3 lists 16 intersections. Many of them are not signalized and so do not come under the LOS (Table 2), yet are proclaimed to be essentially nonproblematic.

By my count, only six of the 16 are "within capacity" as I see it, and few of those six have stoplights and thus qualify. Quasi-numerical determinations of "within capacity" are simply not relevant and serve to mislead the reader.

This "capacity," called a Level of Service from A through F, is defined in ambiguous terms which paint vague and misleading images in the reader's mind.

More to the point, the statement "well within capacity" intends to give legitimacy to the numbers shown when, in truth, no one would choose to live in an area where traffic was flowing at or near capacity.

## 6. Cultural Arts Center

On page 31 of the Appendix volume, a cultural arts center was deemed to generate no traffic, on the farfetched explanation that attendance occurs outside "peak hours" and is only "occasional" and is for "special events."

If these dis-"qualifiers" are true, meaning that an arts center is not being used for meetings, community classes, or by family members who are not part of the commute-hour picture, etc., if so, the center would thereby be of such limited value to residents that it should not be built in the first place!

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Either you have one and you thus count it in as being useful, hence impacting the status quo, or you don't have one. It is deceptive to appeal to voters and taxpayers by dangling an art-center goody for them to use and at the same time claim it's not being used and is not a new thing standing in their environment generating activity.

**7. Fire Protection and Paramedic Response**

From the main EIR Draft document page 187, under Fire Protection, it is stated, without any qualification whatsoever, that Metlox will have a beneficial effect on response/service to residents.

How can a new fire department headquarters, gridlocked by summer weekend beach and Metlox traffic, possibly serve us better than now?

We'll be on our floor dying, with the phone in our hand, before a fire truck makes its way out of the traffic to us. The joke "no life east of Sepulveda," in converse, takes on a dark new meaning. Peril awaits us in our homes ringed by traffic. Such inept and irresponsible thinking as exhibited on this page of the Draft EIR is no joke.

To be fair, further along on the page it states, "Response time would be almost immediate if a fire emergency were to occur within the vicinity of the proposed [Metlox] project." Of course this would be true! Where else can they go quickly?

This issue of paramedic response and service level certainly needs to be placed in the scope and text of the E.I.R; its unreasoned dismissal within the draft borders on criminal neglect.

Sincerely,



Richard Lewis

RL

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25.7

James Lissner  
2715 El Oeste Drive  
Hermosa Beach, California 90254

November 22, 2000

Richard Thompson, Director  
Community Development Department  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, California 90266

Re: Comments, Civic Center/Metlox Draft EIR

Dear Mr. Thompson:

The following are my comments on the Civic Center/Metlox Draft EIR.

During the scoping period I wrote to you about the lack of sufficient geographic scope of the traffic impact portion of the proposed EIR. I expressed my concern that the then proposed list of study intersections did not include intersections along the following major ingress (and egress) route - that passes near my home.

Pacific Coast Highway (northbound) or Artesia Boulevard (westbound) to Gould Avenue (westbound), to Ardmore Avenue or Manhattan Avenue (northbound), to the project site.

Now that I have had a chance to review the scoping letters submitted by other local residents, I have noticed that I was not alone in bringing up this concern. Three Manhattan Beach residents suggested the inclusion of a number of intersections south of those on the then proposed list of study intersections.

Marika F. Bergsund asked that Sepulveda at Artesia, Valley at 2nd, Highland at Homer, and Manhattan Avenue at 1st be studied, but none were.

William G. Caras asked that Sepulveda at Artesia and at Longfellow, Aviation at Artesia, Ardmore at Longfellow, Valley at Longfellow, Highland at Homer

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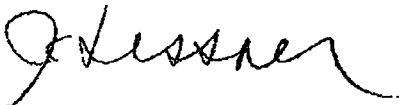
and at Longfellow, and Manhattan Avenue at 1st be studied, but none were.

Marijo Walsh asked that Sepulveda at Artesia and at Longfellow, Aviation at Artesia, Ardmore at Longfellow and at Gould, Valley at Longfellow and at Gould, and Highland at Longfellow be studied, but none were.

There are several common threads here. One is that at least two of the above Manhattan Beach residents live well north of the project - yet have expressed concern about traffic in the area well south of the project. Another common thread is that all three have expressed concern about Sepulveda at Artesia, as I have. All three have also expressed concern about south Valley Drive, at either 2nd or at Longfellow. Two of the three have expressed concern about south Manhattan Avenue, as I have. It is also noticeable that of the intersections that so far have been studied, five are north of the project and only two are south of the project.

It is remarkable that these local residents, working independently and altruistically, came up with such similar suggestions for additions to the list of Study Intersections. Perhaps, through the experience of many hours of local driving, they have achieved an insight into local traffic patterns and problems. Wouldn't it make good sense to consider their suggestions - and mine?

Sincerely,



26.1

**Richard Thompson**

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**From:** rmarchitect [rmarchitect@email.msn.com]  
**Sent:** Sunday, November 19, 2000 5:48 PM  
**To:** metloxproject2@ci.manhattan-beach.ca.us  
**Subject:** Metlox Project Feedback.

Comments regarding Metlox:

How will the City guarantee to the residents that every employee working within the new project has a free parking space within the parking structure? How will the City monitor this to assure that tenants are not renting out their parking spaces to other downtown businesses or individuals?

During construction, transportation routes for construction trucks shall be limited to Sepulveda to Manhattan Beach Boulevard to the site. No trucks on Ardmere, Valley or Highland. This should be built into the bid documents.

No construction work allowed on weekends except for interior work after the shell has been completed.

When will the name of this project be determined? I suggest Manhattan Square.

Regards,

Richard Magnuson

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NOV 20 2000

## Richard Thompson

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**From:** PAUL MIKUS [pmtm@earthlink.net]  
**Sent:** Tuesday, November 21, 2000 11:11 PM  
**To:** metloxproject2@ci.manhattan-beach.ca.us; pmtm@earthlink.net; paulmi@pcmall.com  
**Subject:** Metlox Project Feedback.

I have grave reservations regarding some of the EIR's assumptions, omissions, and conclusions of the impact of the Metlox Commercial Development portion on the downtown immediate and surrounding areas.

Even If the EIR's assumptions are accepted as being accurate, the EIR readily concludes that the Metlox Commercial Development, regardless of the size, will have an unavoidable negative impact on the downtown and surrounding areas.

Unfortunately, the EIR substantially underestimates the following which further exacerbate the negative impacts:

1. Parking needs generated by the commercial development portion
2. Traffic volumes produced by the Metlox Commercial Development in the immediate and surrounding areas
3. On site employee parking needs and trips generated

The EIR assumes that the Metlox Commercial Development parking needs will be met on site; and that the traffic impact will be contained to a few intersections. Both of these assumptions are dangerously inaccurate; and the negative impact to the downtown will be far greater than estimated by the EIR.

What is particularly disturbing and unacceptable are the EIR's omissions of:

1. The secondary impacts of the Metlox Commercial Development to the residents in the downtown and surrounding areas
2. The secondary impacts of the Metlox Commercial Development to the existing downtown businesses
3. Any impact analysis on the traffic issue at Manhattan Beach Boulevard and Morningside, which already is a troubled site.
4. Any study of what will be resultant traffic congestion well north, south, east, and west of the problem intersections.

The EIR submits that there will be "no significant traffic impacts on neighborhood streets surrounding the project site". This is simply not true. Just ask the residents along the Marine corridor west of Sepulveda. A commercial project of this magnitude will cause a major congestion in the downtown area; and drivers will seek alternative routes through the residential areas.

In this regard, the EIR presents a very naive containment of parking and traffic impacts. Every Manhattan Beach resident knows and experiences extreme traffic delays here in Manhattan Beach whenever a train crosses Manhattan Beach Beach Boulevard and Marine near the 405 Freeway, or when an accident occurs in Playa del Rey, or when the airport is full. The negative impact of these problems reach far beyond a localized area. Even though these cited circumstances are intermittent, the Metlox Commercial Development will have impacts every day and all day. They will be permanent.

Finally, the mitigation proposed does not adequately address the severe problems that a commercial project of this size will cause in the

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downtown area and secondary negative impacts to a far greater area.

Paul R. Mikus

↑  
28.3

**Richard Thompson**

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**From:** mary.baldwintravel@wspan.com  
**Sent:** Tuesday, November 21, 2000 12:22 PM  
**To:** metloxproject@ci.manhattan-beach.ca.us  
**Subject:** eir

gentlemen:

please consider what the addition of 90,000 feet worth of anything that brings more traffic will do to our already overloaded streets. density problems have always been a factor in Manhattan Beach. let's leave well enough alone. it's hard to believe the proponents of this development actually live here and shop in our downtown stores.

Please consider the wishes of 75% of the residents.

sincerely,  
mary morigaki

29.1



November 21, 2000

Richard Thompson, Director of Community Development  
City of Manhattan Beach.

Subject: Draft EIR Comments

PAGE 14 PROPOSED PROJECT

It is suggested that this entire paragraph be divided into 4 sub paragraphs and some unnecessary wording be removed. For example:

The proposed Civic Center/Metlox Project consists of a combined Civic Center/Library expansion and Metlox, a mixed-use commercial development.

The two sites are connected with a pedestrian linkage at 13<sup>th</sup> Street to provide through access from Morningside Drive to Valley Drive.

The Civic Center/Library expansion includes a new two-level structure of 57,000 square feet (footprint) to be utilized by the Fire and Police Departments. The existing library building will either be replaced or added to for a total of 40,000 square feet. The library will occupy 30,000 square feet and the Cultural Arts/99 Seat Theater will occupy 10,000. Subterranean parking will be provided.

The Metlox component includes a mixed-use commercial development with subterranean parking, including approximately 90,000 square feet of retail, restaurant; a 40 room Bed and Breakfast lodging component and office uses. Architectural features include one and two story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square.

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NOV 22 2000

PAGE 14 EXECUTIVE SUMMARY LINE B

It is not clear that 2-level 57,000 square feet is footprint or floor area.

Subterranean parking it not mentioned.

PAGE 15 TRAFFIC

Clearly explain "unavoidable significant" - for example:

"After mitigation there will still be significant" etc.

PAGE 25 TRANSPORTATION/CIRCULATION

Re mitigation

Highland is to be widened at 15<sup>th</sup> and at Manhattan Beach Blvd. Is Highland widened at 13<sup>th</sup>?

Are there right turn only and/or left turn only lanes southbound at Highland and Manhattan Beach Blvd and at Highland and 13<sup>th</sup> Street intersections? This should be clearly stated.

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*Philip D. Reardon*  
Philip Reardon

1412 Laurel Avenue  
Manhattan Beach  
CA 90266

November 21, 2000

Subject: Metlox Development/Environmental Impact Report

Dear Councilmembers,

As residents of the downtown Manhattan Beach community for over 10 years, we have come to realize how fortunate we are to live so close to the beach as well as many community services. We love the convenience of walking to shops, restaurants, and banks, not to mention Von's. Living in the downtown area is perfect for people like us, who enjoy walking rather than driving a car.

After attending several Metlox meetings, it is apparent that traffic congestion is a big problem. Another issue is whether the new development would attract out of town patrons.

The Environmental Report indicates six project alternatives. Another alternative, which would further reduce the density as well as alleviate traffic congestion, would be to reconsider a mixed-use commercial/retail/condominium development. This type of mixed-use development is quite popular in many cities and countries where land is very scarce and expensive, i.e. New York, San Francisco, Japan, and Hong Kong. Typically, retail is on the ground floor and residential units are on the upper levels. The objective here is to increase foot traffic and decrease vehicle traffic. The end result is a Win-Win situation for local business and residents who enjoy living in the downtown community.

In reviewing the Draft Environmental Impact Report my wife and I are both astonished and dismayed at the amount of aesthetic changes this report is recommending to the city. As a means to administer the traffic, the EIR recommends that Highland be widened above 13th Street, Manhattan Beach Blvd be turned into a wider street eliminating existing amenities, turn Valley Blvd into a two lane street and create a dual lane turn lane from Manhattan Beach Blvd to Ardmore north and Valley turning north on Manhattan Beach Blvd.

The enthusiasm for any commercial project has lost our appeal as it seems that whatever direction you take Metlox, it will gravely impact the wonderful character of the beautiful downtown atmosphere we once enjoyed. My wife and I have lived in the downtown area for 11 years. During that time we have suffered through the outrages of noise and traffic from the line of nightspots once prevailing Manhattan Beach Blvd. We have seen our sidewalks shrink in size as a result of the stacked up tables and chairs restaurants use in garnering their customers. The traffic during the summer months is stop and go all day long. Traffic during the weekends has gotten so bad that the city has valet parking both day and night. When is all of this horrible congestion going to end.

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My wife and I are dead set against any further commercial endeavor in the downtown area that would change our roadways in order to accommodate a dramatic increase in traffic. You have got to find a way to develop that property without destroying the character of our city. As it appears from our perspective, the option of building just a civic center or mixed use condominium development is the most appealing.

↑  
31.2

Bruce & Loretta Summers  
333 11th Street  
Manhattan Beach

## Richard Thompson

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**From:** Dottie and Ed Taylor [beetle98mb@yahoo.com]  
**Sent:** Tuesday, November 21, 2000 4:59 PM  
**To:** metloxproject@ci.manhattan-beach.ca.us  
**Cc:** ed.taylor@sun.com  
**Subject:** Metlox/Civic Center EIR Comments

Dear Manhattan Beach City Planning Commission:

Regarding the EIR Draft (SCH #99121090) provided via the city's web site, we thank you for making the report available.

The following are intended to be constructive comments regarding the project:

1. The EIR is very direct in presenting facts that our city will change with the proposed Civic Center/Metlox Development Project. Change is good, but the impact on traffic seems to be the most serious and significant issue. Being a resident and home owner for about 4 years very close to the Highland Ave. and 15th Street intersection, we are most concerned about the traffic issue.

2. Therefore, we hope you will consider other alternatives per the State CEQA Guidelines recommended in the EIR. The following are our suggestions in priority sequence:

- Reduced Density Alternative
- Civic Center Only Alternative
- The No Project Alternative

We will actively support the above alternatives. We feel the proposed project will unduly change and effect the demeanor of our wonderful city. Again change is good, but in moderation.

Thank you.

Regards,

Ed and Dottie Taylor  
205 15th Street  
Manhattan Beach, CA 90266

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Do You Yahoo!?  
Yahoo! Shopping - Thousands of Stores. Millions of Products.  
<http://shopping.yahoo.com/>

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RECEIVED  
CITY CLERK'S OFFICE

'00 NOV 22 P4:34

Return mailing address for this matter:  
POB 24A72  
11000 Wilshire Blvd.  
Los Angeles, Ca. 90024  
November 22, 2000  
By Hand:

1. This letter constitutes only part of the comments of William Victor, an owner of property situated all too near the Mellox Project( hereinafter "project) relating to a Draft Environmental Impact Report (hereinafter "DR") and should be considered as part of public comments on behalf of myself and all those similarly situated, many of whom would not like to put their name on the record at this time, since there is a pattern of conduct by the City Manager and certain of his subordinates, including some members of the City Council to attempt to and in fact, intimidate members of the public who are seen as not supporting this project. These comments will begin by putting some of the history in context as seen by many persons.
2. The project, as understood by some, is from a seed or "vision" planted more than a year ago by the City Manager, who at that time and since that time has shown a desperate need to generate revenue to support his overpaid salary and benefits amounting at this time to well over \$ 200,000 per annum And to support over paid subordinates who will "rubber stamp" his ill-conceived visions without question.
3. These comments are for the record, should a more formal opposition to the project be needed, since it is unreasonable to expect the city Manager and a number of very arrogant Council Members to listen to the comments or make any good faith attempt at mitigating problems that even a good faith DR would have presented. I am informed that one of the Council Members does not even live in the City of Manhattan Beach and hasn't for some time even though it is required at the time you run for office of City Council. I am further informed that he more cares about a political future outside of Manhattan Beach than what happens in the little town of Manhattan Beach.
4. The history of such studies, for example, the Downtown Strategic Plan, is an example of how the results were distorted .I participated fully in that study. It turned out to be a waste of time and money, because, first of all, as with this study, the City Manager attempted to keep property owners and residents from even getting a chance to see that distorted report, but finally he was shamed by a better Council than today's and did not charge interested parties to receive a copy.
5. In this DR, it is very important to note that the DR was only given out to anyone who paid \$20. In advance and it DID NOT include the appendix which included the entire traffic study (hereinafter "TS") and was referred to throughout the DR. I am informed that at least one interested resident, attempted to obtain a copy of the Appendix, and he was told that he had to hire a "bonded photocopy company" to make the copy at some extraordinary charge of .50 or more per page (there were, I am told 200 pages) so that it would cost this resident over \$120 to have a copy to read outside of the library. I think, that process, alone flies in the face of the spirit of CEQA and shows the very bad spirit in which this DR has been presented by an arrogant Council.
6. I was present during some of the pre-DR meetings and left those meetings with the understanding that there would be a financial feasibility study included in the DR. Perhaps, because it appears the director of finance was selected for his malleability with the ideas of the City Manager rather than his experience in running a City finance department, and his response to any questions I have heard posed to him is: "You are on a witch hunt" and he will not give you the information or require the resident or property owner to have to prepare a public information request which he then delays or ignores.
7. I understand that information requests by some of the residents, were ignored or delayed past the time one could timely respond by November 22.
8. I know that at least two residents requested the additional time to respond permitted by CEQA and the City Council turned them down.
9. The City has, by the ingenuine conduct of those above referenced, wasted public funds with the costs for this DR.
10. The Coastal Act and the Certified Land Use Plan are violated by Project in that access is reduced as well as visual integrity of the Coastal Resources;
11. The traffic Study, from what little I was able to see in looking over the shoulder or asking for a copy of the Appendix is that the study was a bad joke. It did not include a traffic analysis. For example, it does not include any study on Ocean Drive. If anyone is familiar with the labyrinth game, the marble more

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- traverses the edge of the labyrinth than the center. Ocean Avenue, where I own one property will be impacted by this project, and I noted this to the consultants in April that it be added to the list of traffic study points. It was ignored, and the impacts have not been properly measured in violation of CEQA and all and any sign of good faith intent with respect to this inadequately prepared DR.
12. Traffic counts should be made during peak hours at events in July and August to comprehend the gridlock that this Council will have to endure after the project is finalized. The City Manager and Tolkin will long be gone.
  13. The study should include, and did not include: pedestrian access sites, e.g. Valley at Morningside, MB Blvd, Valley, Morningside at 12<sup>th</sup> and 13<sup>th</sup> street, Traffic and pedestrian at Highland at 12<sup>th</sup>, 13<sup>th</sup> and 15<sup>th</sup>, Marine, and Rosecrans;
  14. The results of the Traffic Study are ingenuine, and an insult of any intelligent person who has driven a vehicle, rode a bike, walked, or operated a wheel chair in Manhattan Beach in the last two years.
  15. The study is unfortunately based on studies from 1988 and 1998 where traffic at that time received an F level of service in the primary intersections leading to the Project. Since I had hoped that we would have time for me to get my hands on a copy of the Appendix before writing these comments, I will not detail this, but anyone who cares (I realize that it is not likely in the City Administration that there is such a person who would be listened to) may write to me at the address at the top of this letter, and I will respond.
  16. Further concerns which have not been addressed, and must be in the DR or the ultimate EIR are the following:
    17. Financial feasibility
    18. Costs of building more infrastructure
    19. Cost of waste management
    20. Cost of additional police and fire protection
    21. Likelihood of financial success for the City which has little experience as a Landlord
    22. Parking-the DR indicates that there is insufficient parking for the employees of the Project no less the visitors.
    23. On top of that, there are a number of 24 hour reserved spaces for persons such as the City Manager.
    24. Have ADA required spaces been allocated for the handicapped?
    25. One study I have seen indicates a significant shortage of parking spaces
    26. Merchant parking is being sacrificed and the city already has a history of charging the merchants for a parking plan-with lot M being removed, this makes it less merchant-friendly;
    27. Residential parking will be crushed in an expanded area around the project-there is no mitigation shown
    28. The current regional draw cannot be handled and the study under-states and distorts any reasonable conclusions with respect to the following:
    29. Impacts with respect to Noise, traffic, parking, aesthetics, parking, traffic and safety during construction; soil contamination, settlement of soil, crime, bar-generated crime, traffic and police enforcement expense.
    30. The need for an expanded cultural arts center
    31. The need for expanding the library or at this location without considering the white elephant purchase of the old library which the City has difficulty in justifying-Perhaps it could be used for any expansion of library services without the extraordinary costs anticipated in Project;
    32. Concern for existing business, for example on Manhattan Avenue which have in most cases earned the loyalty of Manhattan Beach residents and property owners; is this how they are paid off with further gridlock, less parking, and competing businesses with shiny new facades
    33. The games played by Messrs. Moe and Dolan in getting information to persons who were willing to spend their time in responding to the very faulty DR is absolutely disgraceful and may, in fact, result in a product which the Courts will consider less than legitimate exposing the City to more unnecessary litigation and risks similar to the Santa Fe circus and others too numerous to mention;
    34. There is insufficient attention to:
    35. Environmental effects, water, storm drains, sewers, toxicity in water (both Ocean and drinking water);
    36. Visual impacts including but not limited to protection of view corridors and compliance with the general Plan and Local Coastal Plan and its related plans under the Coastal Act;
    37. Noise, when also combined with the likely increase from the expanded LAX

38. Traffic, when anticipating the huge Wetlands project on Culver/Jefferson Boulevards since many of the residents use that corridor to reach their respective places of employment
39. Compliance with CEQA in responding to questions from interested parties - Those in the administration who still remain on the City payroll should endeavor to ensure that the information sought is supplied on a timely basis unlike the history so far in this DR- in other words, Missrs. Moe and Dolan ~~would~~ make a genuine effort to encourage participation in the DR and give those interested in receiving the information, the information requested rather than a hard time, and further ~~nick~~ and ~~dim~~ others to discourage their participation. Manhattan Beach still has some beauty left despite this type of conduct- but ~~a~~ <sup>time</sup> should be stopped so that the needs of the community, that is the merchants, property owners and residents are dealt with in a fair and genuine manner. This has not happened with respect to the DR but there is still an opportunity to correct the situation by making available copies of the DR, the appendix, extending the time to respond and advertising the <sup>new</sup> deadline. It is also noted that although the City promised to have the entire DR on the internet, I was unable to locate the appendix and I understand the DR was not placed on the Internet until much later than October 5 so that there was not the 45 days available to those who relied on that unkept promise.
40. The City has amongst its residents, merchants and property owners, many very qualified persons who are willing to donate their time to recommend solutions to the problems of the Project, and it is in the City's interest to encourage, not discourage them. Not to play hide and seek games with documents, to have a genuine EIR not one where the consultant were told what to say or where significant portions of a proper study were eliminated, omitted or kept from the public. The City still has a chance to come up with solutions that will make all or most all of the community proud and pleased. Perhaps, next Thanksgiving, we will all be able to acknowledge that the City turned that corner.

Please place me on the mailing list and grant the extension for those people (including myself) who do not wish to look over another's shoulder at the library, but are willing to donate their most valuable asset, their time, to participate in this important project. Tell Mr. Dolan and Moe that it is even in their interest to make all the information as available as possible and not charge people for this important process.

Please make sure that this letter is included with the public Comments available to anyone who cares to see the Public Comments and hopefully without charging them for same.

Respectfully, W. Victor, property owner, Manhattan Beach.

W. Victor

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November 22, 2000

Richard Thompson  
Community Development Department  
City of Manhattan Beach  
1400 Highland Avenue  
Manhattan Beach, California 90266

Re: Civic Center/Metlox Development Project Draft Environmental Impact Report

Dear Mr. Thompson:

This letter contains my comments on the Draft Environmental Impact Report for the Civic Center/Metlox Development Project, published October 2, 2000 (DEIR.) These comments fall into two broad areas – traffic circulation/parking and aesthetics.

Traffic Circulation/Parking

The DEIR fails to present necessary information, contains inaccurate assumptions and makes a number of unwarranted conclusions.

- The phrasing "at least 562 parking spaces will be provided by the development" is used several places in the DEIR. Without an upper bound on the number of parking places to be provided, it is not possible to evaluate the adequacy of the entrances/exits to/from that parking.
- An employee parking plan provided by the developer is necessary input to the DEIR. The DEIR assumes no impact to nearby residential streets due to employee parking. Anecdotal evidence from both merchants and residents suggests that currently a significant fraction of people working in the downtown commercial district routinely park all day on residential streets. Assurance that this development will not worsen the current situation cannot be provided without an employee parking plan.
- A current parking study in the downtown commercial district is necessary to assess the impact of this large development, with its unknown number of parking places provided, on the downtown parking situation. Parking downtown was viewed negatively in the recent city-sponsored survey of Manhattan Beach residents.
- At least three intersections critical to the development were omitted from the traffic study: Rosecrans Avenue and Sepulveda Boulevard; Rosecrans and Pacific Avenue; Rosecrans and Highland Avenue. Traffic on Sepulveda between Rosecrans and Manhattan Beach Boulevard (MBB) is sufficiently high at all hours of weekdays and weekday evenings that it is reasonable to assume that many trips to the site beginning in the Rosecrans office/shopping corridor will reach the site by going west on Rosecrans past Sepulveda and then south off of Rosecrans onto Pacific Ave or Highland Avenue. Pacific Avenue is a residential street, with an elementary school, and should be spared traffic destined to a commercial development; Highland Avenue is partially residential and appears to be at capacity during much of the day.
- There is an internal inconsistency in the DEIR. The DEIR assumes that there will be no "cut-through" traffic in the residential neighborhood immediately east of the project and north of Manhattan Beach Boulevard while assuming that most of the 3442 total additional trips generated by the project will be made by Manhattan Beach residents. Residents are not confused by the network of streets north of MBB and people employed at the site (165 new employees projected) will quickly overcome any confusion. Residents and employees are/will be aware of the extremely poor traffic flow at the intersection of MBB and Valley/Ardmore (LoS F now and expected to be worsened by the proposed project.)

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Residents and employees will cut through the residential neighborhood and use 15<sup>th</sup> Street to reach the Metlox site. The DEIR also failed to give adequate weight to the presence of two elementary schools in this neighborhood.

- The 15<sup>th</sup> Street intersection with Valley/Ardmore is a difficult intersection to negotiate now; the DEIR is deficient in omitting this intersection from its traffic study. Thus there is no assessment of the current LoS through this intersection.
- The DEIR is deficient in failing to assess the magnitude of the parking impact during construction when existing parking spaces are lost to construction and new parking spaces are not yet available. Civic Center parking, Lot M and Lot 5 will all be affected.
- The shared use parking analysis in the DEIR may be deficient in failing to include "outdoor dining" as a parking demand category. The DEIR does not specify whether or not the 1800 SF of outdoor dining is included in the 6,400 sf of restaurant.
- The discussion of shared use parking in the "Parking Code Requirements" section of the DEIR misses the mark regarding retail parking demand in downtown. The DEIR asserts that retail patronage drops in the summer months. That does not seem true for beach town downtowns.
- The shared use parking analysis took into account that some patrons would park off-site and walk in to the development. It did not take into account the parking demand of individuals parking at Metlox while patronizing no Metlox establishments.
- The mitigation proposed at Highland Avenue and 15<sup>th</sup> Street is incompletely described. How many parking spaces would be removed on Highland Avenue north of 15<sup>th</sup> Street to provide a right turn lane? How far north of 15<sup>th</sup> Street would Highland Avenue be widened?

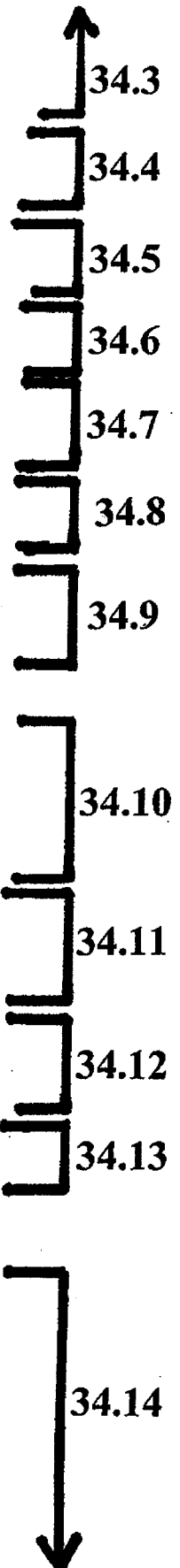
#### Aesthetics

The DEIR fails to present necessary information regarding the proposed development and fails to address several aesthetic impacts.

- The DEIR failed to include a study of the shadows cast by the proposed project. This is a significant deficiency because of the 70 foot high tower proposed for the site.
- Except for the 70 foot high tower, the proposed project builds to a height of 30 feet. This is significantly higher than the rest of the commercial downtown area of Manhattan Beach. Because of the magnitude of the 30 foot construction (approximately 45,000 sq ft footprint) the proposed project would detract from the beach town village character of downtown. This impact was not adequately addressed by the DEIR.
- The DEIR is deficient in failing to study the nature and magnitude of nuisance noise and light/glare generated by planned special events (including jazz and world music concerts) in the town square element of the project. Such events would create "nuisance noise outside of the scope of what commonly exists" in downtown Manhattan Beach.
- The proposed 70 foot tower detracts from the low, beach town skyline and establishes itself as a landmark in competition with the Manhattan Beach pier. The DEIR did not adequately address this impact.

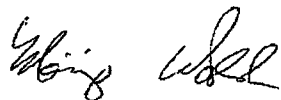
#### Other

There seem to be internal inconsistencies in the information presented about the hotel/inn/motel/bed-and-breakfast/lodging component proposed for the site. The information in the DEIR is this: 40 rooms; 30,780 sq ft; requiring 40 parking spaces; generating 360 trips daily. Information presented by the developer prior to the DEIR included the following: there will be one small meeting room, at most; no alcohol will be served; breakfast will be the only food served; breakfast will be offered only to people staying at the hotel/inn/etc. 30,780 sq ft seems too large for 40 rooms, given negligible meeting and eating facilities. 360 trips daily seem too many to be generated by guests registered in 40 rooms plus employees of the hotel/inn/etc.



Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marijo Walsh".

Marijo Walsh  
Manhattan Beach Resident

A graphic consisting of a vertical line with an arrowhead pointing upwards, and a horizontal line extending to the left from the base of the vertical line. The number "34.14" is printed to the right of the arrowhead.

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## IV. RESPONSES TO COMMENTS ON THE DRAFT EIR

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### OVERVIEW

The purpose of the public review of the Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the CEQA Guidelines states the following regarding standards from which adequacy is judged:

*An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

The purpose of each response to a comment on the Draft EIR is to address the significant environmental issue(s) raised by each comment. This typically requires clarification of points contained in the Draft EIR. Section 15088 (b) of the CEQA Guidelines describes the evaluation that CEQA requires in the response to comments. Specifically, this Section states:

*The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.*

### LIST OF THOSE WHO COMMENTED ON THE DRAFT EIR

A total of 34 comment letters on the Draft EIR were received by the City of Manhattan Beach Community Development Department. Each comment letter has been assigned a corresponding number and comments in each letter are numbered sequentially thereafter. For example, the letter submitted by the Governor's Office of Planning and Research, State Clearinghouse is identified as "Comment Letter 1". The Comment within that letter is identified as Comment 1.1. Where numerous comments are made,

they are each comment is identified consecutively (i.e., Comment 1.2, Comment 1.3, Comment 1.4...etc.).

Written comments made during the public review of the Draft EIR intermixed points and opinions relevant to project approval/disapproval with points and opinions relevant to the environmental review. The responses acknowledge comments addressing points and opinions relevant to consideration for project approval, and discuss as necessary the points relevant to the environmental analysis. The response "comment noted" is often used in cases where the comment does not raise a substantive issue relevant to the review of the environmental analysis. Such points are usually statements of opinion or preference regarding a project's design or its presence as opposed to points within the purview of an EIR: environmental impact and mitigation. These points are relevant for consideration in the subsequent project approval process. In addition, the response "comment acknowledged" is generally used in cases where the Commentor is correct.

## COMMENT LETTERS

During the 45-day public review period, the following organizations/persons provided written comments on the Draft EIR to the City of Manhattan Beach Department of Community Development:

<u>Organization/Person</u>	<u>Date</u>
1. Governor's Office of Planning and Research, State Clearinghouse	November 28, 2000
2. California Coastal Commission South Coast Area Office	November 16, 2000
3. California Department of Transportation (CALTRANS)	November 15, 2000
4. Department of Toxic Substances Control	October 25, 2000
5. Southern California Association of Governments (SCAG)	November 8, 2000
6. County Sanitation Districts of Los Angeles County	November 7, 2000
7. City of Manhattan Beach Department of Public Works	November 13, 2000
8. City of Manhattan Beach Fire Department	November 22, 2000
9. City of Manhattan Beach Police Department	November 22, 2000

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10.	Downtown Manhattan Beach Business & Professional Association	November 22, 2000
11.	Residents For A Quality City	November 22, 2000
12.	Manhattan Beach Residents for a Small Town Downtown	November 17, 2000
13.	Paul Aguilar	November 7, 2000
14.	Jim Aldinger	November 22, 2000
15.	Frank Beltz and Judy Kerner	No Date
16.	John A. & Roberta A. Brown	October 25, 2000
17.	James C. Burton, et. al.	November 21, 2000
18.	James C. Burton	November 22, 2000
19.	Peggy Chase	November 21, 2000
20.	Jeri Deardon	November 21, 2000
21.	Mike Dunitz	November 20, 2000
22.	Susan A. Enk	November 21, 2000
23.	Harry A. Ford, Jr.	November 19, 2000
24.	Sally Hayati, Ph.D.	November 16, 2000
25.	Richard Lewis	November 22, 2000
26.	James Lissner	November 22, 2000
27.	Richard Magnuson	November 19, 2000
28.	Paul R. Milkus	November 21, 2000
29.	Mary Morigaki	November 21, 2000

30.	Phillip Reardon	November 21, 2000
31.	Bruce & Loretta Summers	November 21, 2000
32.	Dottie and Ed Taylor	November 21, 2000
33.	William Victor	November 22, 2000
34.	Marijo Walsh	January 20, 2000

### **COMMENTS AND RESPONSES TO COMMENTS**

Provided on the following pages are the comment letters received during the public review period, followed by the responses to those comments. The assigned comment numbers are shown in the margins of the letters.

**Response to Comment Letter 1**

Governor's Office of Planning and Research,  
State Clearinghouse  
1400 Tenth Street, PO Box 3044  
Sacramento, CA 95812-3044  
Terry Roberts, Senior Planner

**Response to Comment 1. 1:** This comment acknowledges that the Draft EIR was submitted to the Governor's Office of Planning and Research, State Clearinghouse, in accordance with CEQA and the CEQA Guidelines. No response is required.



## **Response to Comment Letter 2**

California Coastal Commission  
South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302  
Charles R. Posner, Coastal Program Analyst

**Response to Comment 2.1:** This comment references the project description and introduces the California Coastal Commission's (CCC) comments which are addressed in further detail below. This comment also notes that the project is located outside the (appealable) area of the CCC. No response to this comment is required.

**Response to Comment 2.2:** This comment restates information presented on pages 100 and 101 of the Draft EIR pertaining to the requirements for LCP consistency and procurement of a local coastal development permit to be approved prior to project development. This information supports and affirms the accuracy of the information presented in the Draft EIR on pages 100 and 101 under the subheading "Consistency with the Zoning Code and LCP."

**Response to Comment 2.3:** Consistency with the Manhattan Beach LCP was provided in the context of zoning and development regulations contained in the City of Manhattan Beach Local Coastal Program, Phase III Implementation program (*see page 92 of the Draft EIR*). While the Draft EIR included an analysis of applicable General Plan Land Use Policies (*see Table 11, City of Manhattan Beach General Plan Land Use Policies, on page 99 of the Draft EIR*), it did not include a separate discussion for applicable LCP policies. Because of the interrelated development guidelines of the City's Zoning Code and LCP, the land use analysis concluded that the City of Manhattan Beach and the project Applicant will be required to submit Coastal Development Permit Applications to the Community Development Department. The analysis then provides that with procurement of the necessary permits, land use impacts would be less than significant. The Coastal Commission has requested that the EIR and the coastal development permit address the proposed project's conformance with the policies of the certified Manhattan Beach LCP. As such, Table IV-1 on page 8, includes each of the referenced policies (as identified by the CCC) with a discussion of the project's conformance to these policies. This Table has also been incorporated as an Addition and Correction to the Draft EIR as it provides additional information regarding the project's compliance with the LCP.

As provided in Table IV-1 on page IV-8, the project would have a less than significant impact in terms of consistency with applicable LCP policies. The addition of the above LCP policy consistency analysis

does not present any substantial new information to the Draft EIR. More importantly this additional information does not identify any significant impacts associated with land use or LCP consistency.

**Table IV-1  
City of Manhattan Beach LCP Policies**

<b>LCP Policy</b>	<b>Project Analysis</b>
<b>Parking and Traffic</b>	
<b>Policy II.B.5:</b> Development of the former Metlox site shall provide the parking necessary to meet the standards set forth in Section A.64 of Chapter 2 of the Implementation Plan. All required parking shall be provided on the Metlox site.	Section A.64.40 of the LCP provides for the collective provision of parking for sites that serve one or more uses. Consistent with this provision, the parking analysis presented in the Draft EIR was based on a shared parking demand analysis that considered the total demand and available parking between the Metlox and Civic Center sites together. The shared parking demand analysis indicates that the 562 total parking spaces proposed by the project (for both Civic Center and Metlox sites) will provide sufficient parking to accommodate all of the uses proposed. Additionally, the analysis concluded that the project will provide an excess of 300 spaces for the public during the most critical time period for the area, Summer weekends. Therefore, parking on the Metlox site will be substantially in conformance with the Code (A.64, Ch 2) and is consistent with LCP policies II.B.5, I.C.1 and I.C.2.
<b>Policy I.C.1:</b> The city shall maintain and encourage the expansion of commercial district parking facilities necessary to meet demand requirements.	
<b>Policy I.C.2:</b> The City shall maximize the opportunities for using available parking for weekend beach use.	
<b>Policy I.C.17:</b> Provide signing and distribution of information for use of the Civic Center parking for beach parking on weekend days.	The City currently maintains a signage program to inform the public of available parking areas within the City, especially within the Downtown and coastal access areas. Directional aides and signs are located throughout the Coastal Zone at locations such as 45 <sup>th</sup> Street and Highland Avenue, 24 <sup>th</sup> Street and Highland Avenue and the Civic Center Area. The existing signage in the project vicinity will be updated accordingly during the construction period and again during the operation of the project to direct visitors to appropriate public parking lot entrances on the Civic Center and Metlox sites. Therefore the project would be consistent with LCP policies I.C.17 and I.B.7.
<b>Policy I.B.7:</b> The City shall provide adequate signing and directional aides so that beach goers can be directed toward available parking.	
<b>Policy I.C.8:</b> Use of existing public parking, including, but not limited to, on-street parking, the El Porto beach parking lot, and those parking lots indicated on Exhibit #9, shall be protected to provide public beach parking.	The Civic Center Metlox project site does not include any parking areas that serve as primary parking lots for beach parking. Therefore the project will not eliminate parking spaces within beach parking lots within the City and would be consistent with this policy.
<b>Policy I.C.10:</b> Concentrate new parking in the Downtown Commercial District to facilitate joint use opportunities (office and weekend beach parking uses).	As discussed above, the parking demand analysis and parking program for the proposed project is based on a shared parking concept between the Civic Center and Metlox uses. In addition to all of the Civic Center uses, the office component of the Metlox project provides additional parking availability on weekends as those uses typically operate on weekdays only. In addition the Draft EIR estimated that roughly 300 surplus parking spaces would occur during summer weekends, the

LCP Policy	Project Analysis
<b>Parking and Traffic</b>	
	highest demand for beach parking. In this regard the proposed project will provide additional parking for the downtown area and beach uses and would be consistent with LCP policy 1.C.10.
<b>Policy 1.C.16:</b> Improve information management of the off-street parking system through improved signing, graphics and public information maps.	As discussed above, the City's existing signage program will be updated as the project is constructed. The Town Square envisioned for the Metlox property will also provide public information areas that will be used to provide useful information to the public regarding parking availability and other public programs within the City.
<b>Policy 1.C.3:</b> The City shall encourage additional off-street parking to be concentrated for efficiency relative to the parking and traffic system.	The proposed project will accommodate the anticipated parking demands of the proposed Civic Center and Metlox uses in on-site underground parking structures. As such the project would be consistent with this policy.
<p><b>Policy 1.A.2:</b> The City shall encourage, maintain and implement safe and efficient traffic flow patterns to permit sufficient beach and parking access.</p> <p><b>Policy 1.A.1:</b> The City shall maintain the existing vertical and horizontal accessways in the Manhattan Beach Coastal Zone.</p>	No public roads or accessways will be blocked by the proposed project. Rather, the project proposes to dedicate a 13 <sup>th</sup> Street extension through the property to provide through access between Morningside Drive and Valley Drive. This improvement is expected to improve traffic circulation on the surrounding roadways. In addition, several access driveways for the proposed parking structures are proposed to facilitate ingress and egress to the site and to provide efficient traffic flow through the area. As such the project is consistent with these policies.
<b>Policy 1.A.3:</b> The City shall encourage pedestrian access systems including the spider web park concept (Spider web park concept: a linear park system linking the Santa FE railroad right-of-way jogging trail to the beach with a network of walk streets and public open spaces).	The proposed project will not eliminate any public park or recreation areas and will not impact the jogging trail along Valley Drive and Ardmore Avenue. Rather, the project proposes a town square element within the Metlox Block concept design and will increase public gathering areas and pedestrian access throughout the Civic Center and Metlox sites. In this regard the project will encourage pedestrian activity around and directly through the project site. The proposed dedication of 13 <sup>th</sup> Street will further improve pedestrian access to the beach as it will provide additional access points through the downtown area from the adjacent neighborhoods to the east.
<b>Policy 1.A.4:</b> The City shall maintain use of commercial alleys as secondary pedestrian accessways.	
<b>Policy 1.B.3:</b> The City shall encourage pedestrian and bicycle modes as a transportation means to the beach.	

LCP Policy	Project Analysis
<b>Parking and Traffic</b>	
<p><b>Policy II.A.2:</b> Preserve the dominant existing commercial building scale of one and two stories, by limiting any future development to a 2-story maximum, with a 30' height limitation as required by Sections A.04.030, A.16.030, and A.60.050 of Chapter 2 of the Implementation Plan.</p>	<p>The proposed project includes a series of one and two story buildings that will be constructed at a maximum height of 30 feet. A variance from the code will be required for the Tower Element, which is expected to exceed the 30 foot height requirement. This element, however, will provide a public lookout tower, providing additional public views of the beach and overlooking the entire Downtown area. No commercial uses will occupy this lookout feature. In this regard, the Tower Element is a public feature that will add to the character of the town square by creating a focal point for the site as an entryway to the Downtown area, and would be substantially consistent with this policy.</p>
<p><b>Policy II.A.3:</b> Encourage the maintenance of commercial area orientation to the pedestrian.</p>	<p>The Metlox and Civic Center projects incorporate a high degree of pedestrian oriented streetscapes and designs to integrate the two properties. The project will include a 13<sup>th</sup> Street dedication with two sidewalk areas to facilitate additional pedestrian flows. The project will also provide increased areas for pedestrian sidewalks along Valley Drive and Manhattan Beach Boulevard. As such, the project will be consistent with this policy.</p>
<p><b>Policy II.A.7:</b> Permit mixed residential/commercial uses on available suitable commercial sites.</p>	<p>The proposed project does not include any residential uses. A residential condominium project was previously proposed for the Metlox project site. However, it was previously decided that such a use was an inappropriate use for the project site given the sites location within the Downtown Commercial District. Because of the Metlox property's unique location adjacent to the Civic Center and its orientation relative to Manhattan Beach Boulevard, the project site has the potential to provide an entryway to the Downtown District and integrate as a public/private mixed-use project that will integrate with the Civic Center uses. As such, developing a mixed-use residential project would not be a suitable use for the Metlox site.</p>

LCP Policy	Project Analysis
<b>Parking and Traffic</b>	
<p><b>Policy III.3:</b> The City should continue to maintain and enforce the City ordinances that prohibit unlawful discharges of pollutants into the sewer system or into the tidelands and ocean. (Title 5, Chapter 5, Article 2; Chapter 8).</p> <p><b>Policy III.14: City Storm Water Pollution Abatement Program:</b> The City of Manhattan Beach has initiated a storm water pollution abatement program that involves not only several of the City departments working together, but also the other cities in the Santa Monica Bay watershed. The initial action plan was to create a new ordinance regarding illegal dumping to catch basins and the storm drain systems. In the process it was found that a number of ordinances already exist on the books that cover most of the original concerns. It was determined that those significant codes contain strong enforcement capabilities and that the present city staff needs to be educated and made aware of those existing codes, some of which date back to the 1920's but are still enforceable. The program is to develop codes and building standards to implement the Good Housekeeping requirement and the Best Management Procedures of the Santa Monica Bay Restoration Project Action Plan, educate staff, eliminate potential loopholes within the existing code sections, and initiate supplemental ordinances regarding storm water pollution abatement giving the County the right to prosecute polluters to the County storm drain system (a requirement of the Santa Monica Bay storm way discharge permit).</p>	<p>Water quality is addressed in the Draft EIR (<i>see Section V.G Hydrology/Water Quality of the Draft EIR beginning on page 161</i>). As discussed in the project analysis, the project will be required to comply with all applicable water quality ordinances and will be subject to a NPDES and SUSMP permit procedures for stormwater discharge. Mitigation Measures have been recommended to minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition, in response to comments on the Draft EIR submitted by the City of Manhattan Beach Department of Public Works Department (<i>See Response to Comment 7.2</i>) additional storm water protection mitigation measures have been added to screen and channel water runoff away from commercial trash receptacle bins. Implementation of such measures will further reduce the project's less than significant impacts upon water quality. As such, the project will be consistent with LCP policies III.3 and III.4, relative to water quality.</p>

**Response to Comment 2.4:** The proposed project includes mitigation measures to ensure compliance with the NPDES permitting program requirements during the construction process. Mitigation is also provided to ensure compliance with the recently adopted County Standard Urban Storm Water Mitigation Plan (SUSMP). These measures are adequate in serving the CCC's main objective to reduce negative impacts to the marine environment both during and subsequent to the proposed project.

It is noted that the Increased Parking Alternative would provide greater consistency with the above stated LCP policies that encourage the expansion and concentration of parking in the Downtown Commercial Parking District. As indicated in Section VII, Alternatives of the Draft EIR (*see Draft EIR, page 229*) the Increased Parking Alternative was not selected as the "environmentally superior" alternative. Mainly this was due to the secondary traffic impacts that would result by providing additional parking, and that the increased parking would be inconsistent with the project objective of providing a low-scale community oriented commercial development.

**Response to Comment Letter 3**

California Department of Transportation (CALTRANS)  
120 S. Spring Street  
Los Angeles, CA 90012  
Stephen J. Buswell, Program Manager

**Response to Comment 3.1:** This comment provides a summary of the project description. No response is necessary.

**Response to Comment 3.2:** The DEIR indicates that the significant project-related impact identified at the Sepulveda Boulevard (SR1)/Manhattan Beach Boulevard intersection would be mitigated by contributing to the construction of an additional northbound-to-westbound left-turn lane on SR1 or an additional eastbound-to-northbound left-turn lane on Manhattan Beach Boulevard to create double left-turn lanes. While the southbound deceleration lane suggested in the comment would be beneficial and may be pursued by the City of Manhattan Beach independently of this project, it is not required as an additional project-related mitigation measure.

**Response to Comments 3.3:** It is agreed that the addition of northbound and southbound right-turn lanes on Sepulveda Boulevard at Manhattan Beach Boulevard and associated signal modifications would improve the operation of the intersection and may be pursued by the City of Manhattan Beach independently of this project. These improvements are not required, however, as additional mitigation measures for the proposed project. The dual left-turn lanes at this intersection that were identified in the DEIR and described in the response to comment 3.2 would adequately mitigate the project-related impacts at this intersection to less than significant levels.



**Response to Comment Letter 4**

Department of Toxic Substances Control  
1011 N. Grandview Avenue  
Glendale, CA 91201  
Harlan R. Jeche, Unit Chief  
Southern California Cleanup Operations

**Response to Comment 4.1:** Environmental impacts associated with risk of upset and toxic materials is addressed in Section V.E of the Draft EIR (*See Section V.E., Risk of Upset, beginning on page 109 of the Draft EIR*). As discussed on page 111 of the Draft EIR, historical soil contamination on the Metlox site has been remediated, and a closure report has been issued for the site. Although the project is not anticipated to have a significant impact involving soil contamination, to further minimize any unforeseen impacts the following mitigation measure has been added to the Draft EIR (*See Section II., Additions and Corrections, page II-9*):

- *"If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight."*

**Response to Comment Letter 5**

Southern California Association of Governments (SCAG)

818 West Seventh Street, 12<sup>th</sup> Floor

Los Angeles CA 90017-3435

Jeffrey M. Smith, AICP

Senior Planner, Intergovernmental Review

**Response to Comment 5.1:** This comment acknowledges that the proposed project is not regionally significant per Areawide Clearinghouse criteria. No response is required.

**Response to Comment Letter 6**

County Sanitation Districts of  
Los Angeles County  
1955 Workman Mill Road  
Whittier, CA 90601-1400  
Ruth I Frazen, Engineering Technician,  
Planning and Property Management Section

**Response to Comment 6.1:** Project impacts upon wastewater were addressed in Section VI., General Impact Categories of the Draft EIR. This issue was also covered in the Initial Study assessment, included as Appendix A to the Draft EIR. Early consultation with the Sanitation District resulted in two earlier response letters with slightly different figures for the Joint Water Pollution Control Plant and the expected wastewater flow for the proposed project. This response letter provides the following updated information regarding wastewater:

*"The Joint Water Pollution Plant processes an average flow of 333.5 million gallons per day of wastewater and the expected average wastewater flow from the project site is 54,890 gallons per day."*

This information will be incorporated in the Final EIR as part of the Additions and Corrections Section to amend page 189 of the Draft EIR (*See Section II., Additions and Corrections, page II-12*). The County Sanitation District's letter acknowledges that all other information in the Draft EIR is accurate and complete. Therefore, the conclusion presented in the Draft EIR that wastewater impacts would be "less than significant" would remain unchanged.

**Response to Comment Letter 7**

City of Manhattan Beach  
Department of Public Works  
Neil Miller, Director of Public Works  
Interdepartmental Correspondence

**Response to Comment 7.1:** This comment acknowledges the Public Works Department's position that removing any on-street parking to widen roadways is infeasible and not recommended. This comment is noted for the record and will be forwarded to the decision makers for their consideration. The DEIR indicates that the intersection of Highland Avenue and 15<sup>th</sup> Street would be significantly impacted by the proposed project, and the construction of a southbound right-turn lane has been suggested as a possible mitigation measure. It is acknowledged that this measure, if implemented, would result in the elimination of parking spaces on Highland Avenue. The Manhattan Beach City Council will ultimately determine whether it would be better to mitigate the traffic impact at this intersection and lose parking spaces or to retain the parking spaces and accept an unavoidable significant impact by issuing a statement of overriding considerations. The recommendation by the Department of Public Works that this mitigation measure not be implemented due to potential adverse secondary impacts (loss of street parking) will be forwarded to the decision makers.

**Response to Comment 7.2:** This comment notes that the Standard Urban Storm Water Mitigation Plan (SUSMP) provides the minimum storm water mitigation measures for a project and the Public Work's Department imposes additional requirements for project's within the City. It should be noted that the Draft EIR includes, as a mitigation measure a requirement that a Drainage Plan to be submitted to the Department of Public Works, in accordance with the SUSMP. As such the Department of Public Works will have discretionary approval over the design and construction features of the project's drainage plan to ensure water quality impacts are minimized to the maximum extent feasible. The Department has noted the following design feature will be enforced during the plan check, and has been added as a mitigation measure to page 170 of the Draft EIR (*See Section II., Additions and Corrections, page II-11*):

*"Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure must be connected to the sanitary sewer system".*

This feature will further protect water quality runoff from the site from a potential source of contamination. Impacts upon water quality would remain less than significant.

**Response to Comment Letter 8**

City of Manhattan Beach Fire Department  
Dennis Groat, Fire Chief  
Interdepartmental Correspondence

**Response to Comment 8.1:** For the record, the new Public Safety Facility would incorporate all functions of Fire Station No.1 only. Fire Station No.2 is a separate fire station at a separate location in the City of Manhattan Beach. Fire Station No. 2 is not included within the scope of this project.

**Response to Comment 8.2:** This comment is consistent with the information presented in the Initial Study which concluded that impacts upon Fire Department services were anticipated to be less than significant. This comment is noted for the record.

**Response to Comment 8.3:** This comment correctly notes that page 43 of the Draft EIR incorrectly states "16,250 total square feet should be constructed to meet the current and future needs of the Fire Department." The Draft EIR will be revised accordingly to state *"The needs assessment prepared for the MBFD has identified a need for approximately 16,250 total square feet of functional support space."* This revision will not affect the environmental analysis for any of the environmental issue areas.

**Response to Comment 8.4:** This comment provides additional details regarding the standard operations of the Fire Department that will continue to occur on site. Page 109 of the Draft EIR has been revised accordingly in the Final EIR (*see Section II., Additions and Corrections, page II-9*) to include the following information:

*"The Fire Department is responsible for the collection, temporary storage, and proper disposal of small quantities of some materials that are regulated under Hazardous Materials statutes. These include the cleanup materials used to absorb small amounts of oil or gasoline from streets and small quantities of oil, paint, etc., that are surreptitiously abandoned on our streets and sidewalks. This process is performed in accordance with all applicable laws and ordinances, and does not pose any significant risks to the persons in or near the Civic Center Facilities."*

This addition information does not affect the environmental analysis for any of the environmental issue areas.

**Response to Comment 8.5:** This comment is noted for the record and will be incorporated into the Final EIR within the Additions and Corrections Section. Page 110 of the Draft EIR will be revised to state:

*"The current Metlox Site was actually two separate parcels. Each of these parcels was cleaned and remediated separately and at different times, under the direct supervision of the County of Los Angeles. After testing, each parcel was issued a letter of compliance from the County."*

This addition does not affect the conclusions of the environmental analysis of the Risk of Upset section of the Draft EIR and does not identify any new significant impacts.

**Response to Comment 8.6:** This comment is noted for the record. The reader is referred to Section VI., General Impact Categories, of the Draft EIR which states: *"The project site will be served by and house one of the two City of Manhattan Beach Fire Departments."* (see Draft EIR, page 187) Impacts upon Fire Department related services were determined to be less than significant in the project Initial Study assessment. This revision will not change the conclusion of the Draft EIR with regard to emergency or Fire Department services. Impacts upon Fire Department services would remain less than significant.

**Response to Comment Letter 9**

City of Manhattan Beach Police Department  
Ernest M. Klevesahl, Jr., Chief of Police  
Interdepartmental Correspondence

**Response to Comment 9.1:** This comment notes that police officers respond to calls from their patrol cars and not directly from the Police Station, therefore, response times to the Civic Center or the Metlox property would not be immediate. This clarification does not change the less than significance determination of the Draft EIR because in some instances a foot response could, and likely would be provided from officers that are on duty and at the police station in emergency situations. The intention of the Draft EIR was to note the on-going presence of police officers on site and the deterrent effect it may have on reducing crime. It is noted that the Police Department's primary response to calls under a normal course of action would be provided from field units patrolling City Streets.

**Response to Comment 9.2:** This comment notes that the information presented in the Draft EIR with regard to the City's total area is incorrect. On page 43 of the Draft EIR, the first sentence states: "The City's 1997 population is approximately 34,000 with an area of 2.27 square miles." This information was obtained from reviewing the supplemental exhibits attached to the City's Request for Proposals, dated July 1998. It should be noted that current City records indicate the City's total area is approximately 3.88 miles. This correction will be noted within the Additions and Corrections Section of the Draft EIR. This revision does not affect any of the environmental analysis conclusions presented in the Draft EIR.

**Response to Comment 9.3:** The number of sworn officers working for the Manhattan Beach Police Department was derived from the official City Manhattan Beach web page (<http://www.ci.manhattan-beach.ca.us/faqs/demograp.html>) on May 5, 2000. The appropriate changes will be included to revise page 104 of the Draft EIR in the Additions and Corrections Section of the Final EIR. The revision does not affect the conclusions of significance regarding police protection services presented in the Draft EIR.

**Response to Comment 9.4:** This comment states that the following statement of the Draft EIR is not a true representation of project impacts: "*As discussed with the department, patrol officers normally patrol the city in marked police vehicles and respond from the field to calls for service. However, the increased demand on the MBPD by the project may impact response times to other emergencies in the City.*" (Draft EIR page 106). However, the commentor does not provide any additional direction or guidance regarding how or why this statement misrepresents project impacts. The intent of the Draft EIR is to acknowledge that an increase in on site population would increase demands upon police services to some extent. Hence, if officer's are responding to calls on the project site their response would be delayed to other

emergencies within the immediate patrolling area. In turn, officers from broader City areas may be requested to respond, thus resulting in an increased response time. The City Police Department maintains the position that it can adequately serve the project site without significant impacts to their overall performance standards.

**Response to Comment 9.5:** This comment identifies an incorrect page reference, or “reference source not found” message in the text of the EIR (Draft EIR, page 224). This is a formatting error and does not affect the environmental analysis data presented in the EIR. The correct table reference is “Table 37, Daily Operational Emissions - Alternative Mixed Use Metlox Development”, presented on the following page (See Draft EIR, page 224). This error will be noted in the Additions and Corrections Section of the Draft EIR.

**Response to Comment 9.6:** As mentioned on page 209 of the Draft EIR, the continued operation of the Police and Fire Department services without any improvements to the existing facilities would have a negative impact upon Public Services, as compared to what would occur with the Civic Center improvements proposed with the project. This comment further notes the beneficial impacts that may occur as a result of the proposed project. This comment is noted for the record and does not change any of the significance conclusions relative to police services.



**Response to Comment Letter 10**

Downtown Manhattan Beach Business & Professional Association  
Shelby L. Phillips, Executive Director  
P.O. Box 3298  
Manhattan Beach, CA 90266

**Response to Comment 10.1:** This comment identifies the commentor and provides an introduction for comments 10.2 through 10.15, below. Due to its proximity to the beach and coastal resources (e.g., Manhattan Beach has approximately 40 acres of recreational area along two miles of beach frontage), Manhattan Beach experiences seasonal variations in traffic patterns. Because of the different traffic patterns associated with winter and summer seasons the traffic impact analysis included two set of analysis for each season. The traffic analysis for the winter season was based on baseline traffic counts taken during winter months. Likewise, the traffic analysis for the summer season was based on baseline traffic counts taken during summer months. (See Draft EIR, page 113). Because separate baseline traffic volumes and patterns were recorded for each season, traffic impacts between summer and winter months would differ as well.

**Response to Comment 10.2:** This comment incorrectly asserts that the Draft EIR failed to acknowledge the historic (and present) use of the Metlox site as a temporary public parking lot. The Draft EIR is clear in stating that part of the Metlox site is currently paved and used as a temporary parking lot. It should be noted that the Draft EIR details the existing zoning variance for the temporary of the site as a parking lot. See Draft EIR pages 44 and 90.

**Response to Comment 10.3:** As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: "The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore, the loss of these parking spaces is not considered a project impact.

Previous parking studies within the Downtown Business District were reviewed in the preparation of the Draft EIR as they included relevant information regarding the existing parking inventory on the project site. Specifically the Downtown Manhattan Beach Parking Management Plan Report was referenced. An

official reference has been added in the Additions and Corrections Section of the Final EIR to amend page 234 of the Draft EIR.

Parking Lot 5 was discussed and adequately accounted for in the parking availability impact analysis in the Draft EIR (*see Draft EIR page 124*). Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. This correction has been noted in the Additions and Corrections Section of the Final EIR. The Downtown Vehicle Parking District which the commentor is referring to is a City Policy to provide merchants within the Downtown Business District the option of purchasing quarterly parking passes. These parking passes permit employees to park in designated public parking lots without feeding the meters. Currently there are 38 permits for the lot. Since on average approximately only one-half of the permit holders occupy the lot at any one time, there are additional spaces that are available for general use by the public. Of these 38 permits only 2 are required off-site parking spaces. The City has the authority to modify or stop the merchant parking program at its sole discretion. There are no vested rights to merchants or any other individuals to park in City owned parking lots. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 106 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

**Response to Comment 10.4:** The analysis of future traffic conditions as well as parking demands assume a complete and successful project. All assumptions and methodologies utilized in the traffic analysis assume a successful project. In addition, many of the analyses assumptions used to predict project impacts are aimed at presenting a worst case scenario. Should the project be less successful than anticipated, the net result on parking for the rest of the Downtown District would be reduced. However, an unsuccessful project is not anticipated. Parking spaces proposed for project demands would simply free-up parking availability for other commercial uses in the Downtown District.

**Response to Comment 10.5:** The commentor's inventory of existing parking is incorrect. As indicated on page 124 of the Draft EIR, 180 parking spaces are currently provided in the Civic Center parking lot; 35 public spaces are located in Lot 5; and 125 temporary parking spaces in Lot M. This is a total of 340 existing parking spaces. Not including the secured parking provided for Police and Fire Department vehicles, the proposed project will provide a total of 446 public parking spaces. This is a surplus of 106 spaces over existing conditions.

**Response to Comment 10.6:** The existing parking spaces currently provided within Lot 5 and Lot M will be replaced by the proposed projects parking lots. The proposed lots will include surface parking as well as subterranean parking. In addition, a total of 20 street parking spaces are expected to be created by the dedication of 13<sup>th</sup> Street. As stated in the Draft EIR, in May 1996 the City Council approved a Use Permit and Coastal Development Permit to allow for the temporary use of the Metlox site as a surface parking lot. The use of these spaces is available to the public, as well as businesses participating in the

Downtown Merchant parking program. The parking lot was approved as a temporary use, and was not intended, nor approved to be utilized as a permanent parking area. Specifically, the resolution states that: "The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Please refer to comments 10.4 and 10.5.

**Response to Comment 10.7:** A summary discussion of the parking impacts for the proposed project is provided on page 27 of the Draft EIR. A full discussion on the project's parking impacts is provided in Section V.F. Transportation/Circulation of the Draft EIR, on page 158. A discussion of the parking impact for each of the project alternatives is provided in Section VII. Alternatives to the Proposed Project, beginning on page 196.

**Response to Comment 10.8:** The concept of shared parking is discussed on page 10 of the Draft EIR. Specifically, the Draft EIR States: "The proposed parking will serve both the Civic Center and Metlox developments and may be designed to provide surplus parking for the downtown area. This opportunity to provide shared parking between the public and private components is a major consideration in the proposed design. The Civic Center functions, normally occurring between 8 a.m. to 5 p.m. (except for 24 hour-a-day public safety functions), provides an opportunity to allow usage of Civic Center parking facilities after work hours and on weekends. This is similar to the current arrangement at the Civic Center, which opens employee parking to the general public after 5 p.m."

The commentor incorrectly claims that the Civic Center will provide less parking than currently exists. As discussed in response to comment 10.5, the proposed project will create 446 parking spaces. This is approximately 106 additional parking spaces over existing conditions.

**Response to Comment 10.9:** The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and mainly beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any substantial amount of additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

**Response to Comment 10.10:** The proposed parking layout is depicted in the Conceptual Site Plan depicted in Figure 5 on page 33 of the Draft EIR. While the diagram does not indicate parking stalls for the subterranean levels, the driveway access ramps are depicted to indicate where the garages will be accessed from. The parking layout is considered conceptual and is subject to change. However, any and all changes will be substantially in conformance with the layout depicted in the Draft EIR.

**Response to Comment 10.11:** If both the Metlox and the Civic Center developments were ultimately approved, the construction of these two components would not occur simultaneously. As part of the entitlement process, the project Applicant and the City of Manhattan Beach will be required to submit construction plans that address parking plans for construction workers and haul route plans to the Department of Public Works. The construction process will be carefully planned and implemented to ensure development of the project elements minimizes adverse impacts on the adjacent Downtown Commercial District and Civic Center uses. While it is anticipated that the construction process will involve the temporary loss of existing parking spaces, the construction process will be planned to reduce the loss of parking to the maximum extent feasible. The following mitigation measures will be incorporated as a condition of project approval to ensure impacts upon the surrounding community are reduced to less than significant levels. (See Section II, Additions and Corrections, page II-10)

*"Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site."*

**Response to Comment 10.12:** Providing additional parking for the Downtown District is not a goal of the proposed project. Adding this suggested goal to the project objectives would be inconsistent with the other project objectives geared towards providing a low scale community-oriented commercial development that would serve as a gateway to the Downtown Commercial District. For purposes of preserving the local community oriented character of the Downtown Manhattan Beach area and not developing a destination venue that will attract more persons from outlying communities, parking availability is proposed to accommodate the proposed uses. The on-site parking will however continue to support shared parking with the rest of the Downtown District. The project is designed to accommodate a moderate amount of surplus parking for shared use with the Downtown District. Providing additional amounts of surplus parking, beyond what is proposed, would result in secondary impacts on traffic and circulation that are not desired for the Downtown area.

**Response to Comment 10.13:** The analysis for each of the environmental issue areas assumes a successful project. The effects of a successful project are expected to result in positive impacts on the viability of the remainder of the Downtown District. One of the stated goals of the proposed project is to provide a mix of unique local serving commercial tenants who will compliment and not compete with the existing Downtown uses.

**Response to Comment 10.14:** As indicated on page 158 of the Draft EIR, the proposed project will provide a total of 562 parking spaces, of which 446 will be made available to the public. The project is therefore expected to meet the projected peak parking demands.

**Response to Comment 10.15:** The parking analysis for this alternative was unintentionally omitted in the printing of the Draft EIR. The following information is therefore added to the alternatives analysis to inform the decision makers of the parking impacts of the Alternative Mixed Use Metlox Development.

Page 228 "Alternative Mixed-Use Metlox Development", add the following information to the end of the Transportation/Circulation Subheading:

***"Parking.** The Alternative Mixed-Use Metlox Development alternative proposed a development that is similar to the size and scale of the proposed project, with a different mix of uses. As compared to the proposed project, this alternative would increase commercial office space and decrease the amount of retail space. The alternative would include the same amount of parking, providing a total of 562 spaces, of which 446 will be made available to the public. The parking impacts would generally be the same as described for the proposed project. However, this alternative would likely have a beneficial impacts upon parking availability during the weekends, when Downtown parking demand is at its peak. This is mainly because this alternative has a higher amount of office space and a lower amount of retail. The office use does not generate a demand for weekend parking, which would result in a greater amount of shared parking availability for other project and Downtown uses. Parking impacts would be similar to the proposed project, and slightly beneficial in terms of providing surplus parking for shared uses."*

## **Response to Comment Letter 11**

Residents For A Quality City  
P.O. Box 1882 Manhattan Beach CA 90267  
Bill Eisen

**Response to Comment 11.1:** Noticing was provided for the January 11 2000 scoping meeting in accordance with CEQA Guidelines 15202. CEQA Guidelines provides that notice for public hearings shall be given in a timely manner and that notice may be given in the same time as notice for other regularly conducted public hearings. The Notice of Preparation, dated December 20, 1999, was completed and circulated to the public to provide notice of the EIR and to solicit public attendance at the January 11, 2000 public scoping meeting. This notice was mailed to over 500 residents who were listed on a mailing list provided by the City Planning Department. This notice was also published in the local newspaper on the following Thursday. In addition this NOP appeared on the City's official website under the Metlox Project news category.

**Response to Comment 11.2:** All verbal comments made at the public scoping meeting were taken into consideration during the preparation of the Draft EIR. The public scoping meeting was an informational meeting for the consultants to hear comments and concerns from interested individuals. Although an official transcript was not provided, the EIR consultants, Christopher A. Joseph and Associates, took notes on the verbal comments and suggestions made at the meeting. These written notes were provided in an internal memo that was transmitted to the project team and city staff following the public scoping meeting.

**Response to Comment 11.3:** The impacts to parking were addressed in the Draft EIR on page 158. Please refer to responses to comments 10.3 through 10.6. With regard to the loss of existing parking in Lot 5 and Lot M.

Lot M was never intended to be used as a permanent parking lot. As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: "The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore, the loss of these parking spaces is not considered a project impact.

Parking Lot 5 was discussed in the Draft EIR on page 124. Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 101 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

**Response to Comment 11.4:** The petition filed on January 11, 2000 occurred before the Draft EIR was prepared. Therefore, an educated decision regarding the traffic impacts of this project could not have been made at that time. The ballot measure that resulted from that petition lost in a Citywide election. The commentor's opinion on the adequacy of the traffic study in the Draft EIR is noted.

## **Response to Comment Letter 12**

Manhattan Beach Residents for a  
Small Town Downtown  
1219 Morningside Drive  
Manhattan Beach CA 90266  
Marika F. Bergsund

**Response to Comment 12.1:** This is an introductory comment and does not require a response.

**Response to Comment 12.2:** The comment and the DEIR indicate that many of the intersections in the study area currently operate at unacceptable levels of service during the peak periods, as indicated by a LOS E or F designation. While the proposed project is anticipated to add traffic to these intersections, project impacts, according to City of Manhattan Beach significance criterion, are not considered to be significant unless the additional traffic would result in an increase of 0.02 or greater in the intersection's volume/capacity ratio. This significance criterion is commonly used by many other Southern Californian jurisdictions to assess the impacts of development projects and to determine if project-related mitigation would be required. The underlying philosophy is that it would not be appropriate to require a particular development project to be responsible for mitigating existing traffic problems unless the anticipated impacts are above a designated threshold. State law, in fact, does not allow a project to be held responsible for the impacts of others. While it is acknowledged that there are numerous locations that have traffic congestion under current conditions, it would not be necessary for these conditions to be mitigated in conjunction with the Civic Center/Metlox development unless the designated significance threshold is exceeded. The locations that would be significantly impacted by the project have been identified in the DEIR and mitigation measures have been proposed, where feasible, to reduce such impact to less than significant levels. For intersections that can not be mitigated to less than significant levels, or for which the recommended mitigation measures are determined to be infeasible due to secondary impacts, a statement of overriding considerations will be required by the Lead Agency if the project is approved.

**Response to Comment 12.3:** As discussed above in Response to Comment 12.2, the City of Manhattan Beach's significance criterion was used to determine the project's impact on the surrounding roadways. As discussed on page 145 of the Draft EIR, the City of Manhattan Beach defines a significant traffic impact for intersections resulting in LOS E or F conditions where the project-related increase in V/C is greater than 0.002. As shown in Table 20 of the Draft EIR (page 154), the winter weekday traffic impacts for the Marine Avenue and Highland Avenue, Valley Drive and Blanche Road, Marine Avenue and Ardmore Avenue and 2nd Street do not exceed the significance criteria. Therefore, the Draft EIR's determination that the V/C increase at these intersections is "incremental" is a correct assessment in that



the increase is below the 0.002 threshold. Further, the incremental increase is adequately represented and quantified for all of the study intersections, not just those that exceed the significance threshold, for all traffic assessment periods (i.e., winter weekdays, summer weekdays, and summer weekends) in Tables 20, 21, and 22 on pages 154 –156 of the Draft EIR.

**Response to Comment 12.4:** As discussed above in Response to Comment 12.2, the City of Manhattan Beach's significance criterion was used to determine the project's impact on the surrounding roadways. The traffic impacts for the following intersections referenced in this comment were correctly determined to be below the City's threshold for determining a significant traffic impact: Marine Avenue and Highland Avenue, Valley Drive and Blanche Road, Ardmore Avenue/Marine Avenue and Pacific Avenue, Ardmore Avenue and 2nd Street. Impacts for these intersections were adequately determined based on the City's significance criteria for determining a significant traffic impact. The intersection of Sepulveda Boulevard and Manhattan Beach Boulevard was correctly identified as being significantly impacted by the project and mitigation measures were recommended to mitigate this significant impact. With implementation of the recommended mitigation measure (to contribute to the installation of dual left turn lanes in the northbound and eastbound directions) project-related impacts would be reduced to below the significance threshold at this intersection.

**Response to Comment 12.5:** As discussed above in Response to Comment 12.2, the City of Manhattan Beach's significance criterion was used to determine the project's impact on the surrounding roadways. Traffic impacts at the intersection of Marine Avenue and Sepulveda Boulevard during the summer weekend period would not exceed the City's significance criteria of a 0.002 increase in V/C ratio for intersections resulting in LOS E or F. The resulting project related increase in V/C for this intersection during the Summer Weekend period on Saturdays and Sundays was 0.003, well below the significance levels. As such, project related impacts at this intersection were correctly determined to be less than significant.

**Response to Comment 12.6:** The commentor's opinions are noted and will be forwarded to the decision makers for their consideration. The Traffic Impact Analysis addressed traffic impacts for three different time periods because of Manhattan Beach's proximity to the beach and its effects on the community which experiences traffic patterns that fluctuate on a season basis. During the NOP process and community meetings several individuals requested that the EIR evaluate project traffic impacts during both the winter and summer traffic conditions. Accordingly, the Draft EIR conducted traffic analysis for the Winter Weekday, Summer Weekday and Summer Weekend periods. This separation of impacts provides the decision makers with additional information and does not trivialize traffic impacts for any time period. The statement that the impacts would only occur during the summer at specific times does not trivialize the significance of the impacts, rather it is intended to inform decision makers as to the extent and duration of impacts. This is particularly important in evaluating whether it may be more appropriate to accept the unavoidable seasonal traffic impacts rather than recommend a major intersection improvement program that would result in permanent secondary impacts that occur year-round.

**Response to Comment 12.7:** The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses. This surplus of parking supply is anticipated to minimize the occurrence of parking intrusion in the surrounding residential neighborhoods. It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended that the City consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District as a mitigation measure. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

*"Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only."*

**Response to Comment 12.8:** The Los Angeles County Congestion Management Program (CMP) indicates that a designated CMP intersection may be significantly impacted and should be evaluated if a proposed development project is expected to contribute 50 or more vehicle trips to the intersection during either the AM or PM peak hour. Based on the peak hour traffic generation estimates cited in the DEIR and the anticipated geographical distribution of the site's patronage, it is expected that the Metlox development would contribute well below 50 vehicle trips per hour to the intersection of Sepulveda and Rosecrans, which is a designated CMP intersection. The land uses proposed for Metlox are not generally considered to be the type that would result in a regional patronage draw. The percentage of site-generated vehicle trips traveling to and from the San Diego Freeway would, therefore, be relatively low. Therefore, the project would not result in a significant impact based on the significance criteria stated in the DEIR.

**Response to Comment 12.9:** The elimination of parking spaces to provide an additional lane at the intersection of Highland at 15th Street is a feasible mitigation measure. The loss of parking spaces, however, would result in secondary impacts because on-street parking spaces would be eliminated. This impact would not be considered significant impact because the loss of spaces would be offset by the excess parking spaces provided within the project site. The project is expected to provide a surplus of 101 parking spaces at its peak demand time. A decision will have to be made by the Manhattan Beach City Council whether it would be best to mitigate the traffic impacts at this intersection by eliminating parking and modifying the streetscape chokers or to leave the parking intact and accept an unavoidable impact by adopting a statement of overriding considerations regarding the significant traffic impacts at this location. Right-of-way acquisition and a physical widening of the street are not proposed as a mitigation measure.

With regard to the intersection of Highland at Manhattan Beach Boulevard, the DEIR indicates that mitigation would require a widening of the roadway, which is not considered feasible because of right-of-

way constraints at this location. The DEIR does not, therefore, recommend mitigation but instead states that this intersection would have an unavoidable significant impact during the summer on Sunday afternoons.

With regard to the mitigation measures that are proposed to be initiated only if warranted based on actual traffic counts after the project is developed, this approach was recommended to ensure that these aggressive capital-intensive street improvements are implemented only if the projected traffic increases actually occur. More specifically, it would not be appropriate to install a new traffic signal at the Highland/13th Street intersection unless a signal is warranted based on Caltrans guidelines. Similarly, it would not be necessary to install dual left-turn lanes on Valley Drive at 15th Street until the Caltrans-recommended traffic volume thresholds are exceeded. Traffic impact studies are based on a set of conservative assumptions regarding the level of traffic generated by a project and the geographical distribution of this traffic onto the street network. It would not be prudent to construct a major street modification based on an estimated impact that is slightly over the significance threshold unless it can be demonstrated that the improvement is actually needed. To address these issues, it is acceptable to develop a mitigation monitoring program that can be used to apply specific mitigation measures to observed conditions. This approach guards against implementing measures that might have secondary impacts until such time that the actual need for the measure is demonstrated. It also allows the mitigation measures to be scheduled for implementation when they are needed rather than prior to the project development. This type of phased mitigation program is consistent with CEQA. While the required mitigation measures have been identified, it is not required that they be implemented until needed, based on the specified criteria and the results of the mitigation monitoring program. To further clarify this issue and to ensure secondary traffic assessments are implemented for significantly impacted intersections, the following mitigation will be incorporated into the Additions and Corrections Section of the Final EIR:

*"The City Traffic Engineer shall conduct secondary "post-project" traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented."*

**Response to Comment 12.10:** Although the proposed project would accommodate potential "nuisance noise" events, such as live music performances, children's readings, and children's school performances, an amplified sound system is not a part of the project design. These events may, or may not, require amplified sound. In the event that amplified sound is required, a temporary public address (PA) or sound system would be required.

As mentioned on page 180 under "Nuisance Noise Impacts", and illustrated in the Figure 5 "Conceptual Site Plan" on page 33 of the Draft EIR, the Town Square portion of the proposed project would be substantially enclosed by surrounding buildings. These buildings will effectively serve as a sound barrier, and can be expected to reduce sound levels by at least 10 dBA (Leq) at receptor areas located outside the venue.

In an effort to ensure that potential long-term operational noise impacts related to outdoor activities (mentioned above) that may occur at the Town Square venue are sufficiently addressed, the following additional mitigation measure is prescribed:

- An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.
- The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.
- Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.

As concluded in the Draft EIR, long-term noise impacts related to the proposed project are anticipated to be less-than-significant.

**Response to Comment 12.11:** This commentor is incorrect in referring to the existing building heights of the buildings surrounding the project. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13<sup>th</sup>) is 30' in height and the office building at 1201 Morningside Drive (at 12<sup>th</sup>) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13<sup>th</sup> Street, 321 12<sup>th</sup> Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11<sup>th</sup> Street and 1035 Morningside Drive, 325 11<sup>th</sup> Street, and 1000 Highland Avenue. The project structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, the proposed building height is consistent with the underlying zoning code requirements.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover

element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary application, will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature as discussed below.

With regard to potential shade and shadow impacts, the proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of Ardmore Avenue and the north side of 15<sup>th</sup> Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15<sup>th</sup> Street are located over 100 feet away from the existing Fire and Police Station buildings.

With the exception of the Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in a eastward direction.<sup>1</sup> Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.

The revised height of the proposed Lookout Tower is a maximum of 60 feet in height. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the Winter Solstice. To ensure shadows are not cast upon any shadow sensitive uses, the following mitigation measures will be added to page 74 of the Draft EIR and incorporated into the Additions and Corrections Section of the Final EIR.

- *The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural*

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<sup>1</sup> Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995

*feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.*

- *To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.*

**Response to Comment 12.12:** As discussed in the Draft EIR, the proposed project is expected to meet its parking demand and is expected to provide a surplus of 101 parking spaces during the project's peak hour parking demand. Moreover, the parking demand analysis presented in the Draft EIR indicated the project would experience a surplus of approximately 300 spaces during the summer weekends, which happens to be the peak demand time for the Downtown Commercial District and beach uses. With regard to the project's consistency with the LCP, please refer to Table IV-1 on page IV-8.

The project's consistency with Policy 1.1. of the General Plan (limiting building height of new development) was addressed in the Draft EIR on page 99. The Metlox project consists of one- and two-story commercial structures. With the exception of the proposed Tower Element, the maximum height of the commercial buildings proposed is 30 feet. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13<sup>th</sup>) is 30' in height and the office building at 1201 Morningside Drive (at 12<sup>th</sup>) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13<sup>th</sup> Street, 321 12<sup>th</sup> Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11<sup>th</sup> Street and 1035 Morningside Drive, 325 11<sup>th</sup> Street, and 1000 Highland Avenue. Therefore, the project will be structurally compatible with the size and scale of existing commercial land uses along Morningside Drive, Manhattan Beach Boulevard, and adjoining streets.

Regarding the project's potential economic impact on the Downtown Commercial District, two of the project objectives were as follows (1) To keep new commercial development at a low-scale and architecturally compatible with the Downtown area; and (2) To provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses. Accordingly, it is not the intent of the project to economically overshadow the Downtown Business District. Rather it was anticipated from the onset that the proposed project would result in a beneficial economic impact on surrounding businesses because the project would provide an attractive low scale commercial project on an vacant property in a prominent location – at a major gateway to the Downtown District. Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning

Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development Department counter, the Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment 12.13:** The Draft EIR identified the Civic Center Only Alternative as the environmentally superior alternative because it was the only alternative, aside from the No Project Alternative, which would reduce significant unavoidable traffic impacts. Although the commentor is correct in that the Reduced Density Alternative would greatly reduce traffic volumes as compared to the project, significant traffic impacts would still occur. Therefore, despite the fact that the Reduced Density Alternative would achieve the project's goals to a greater degree than the Civic Center Only Alternative, the Civic Center Alternative would be superior in reducing environmental impacts.

**Response to Comment 12.14:** This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment Letter 13**

Paul Aguilar

Aguilap2@sce.com / Aguilarc@gte.net

**Response to Comment 13.1** This comment does not raise any specific objection or issue regarding the adequacy of the Draft EIR. This comment is noted for the record and will be forwarded to the decision makers for their consideration.



**Response to Comment Letter 14**

Jim Aldinger

James@Aldinger.com

**Response to Comment 14.1:** Neighborhood traffic impacts were discussed in the Draft EIR on page 157. As stated in the Draft EIR, the assessment of neighborhood "cut through" traffic was not based on the assumption that residents were "not capable" of finding a shortcut to the project site by finding alternate routes through the residential neighborhood. Rather, the analysis was predicated on the fact that "cut through traffic would not benefit from cutting through the residential neighborhood east of Ardmore Avenue." As a result of the existing roadway configurations (12<sup>th</sup> Street, 13<sup>th</sup> Street, and 14<sup>th</sup> Street do not provide access to the project site) a direct route to the project site is not available to vehicles who cut through the residential neighborhood. Vehicles traveling westbound on 12<sup>th</sup> Street, 13<sup>th</sup> Street, or 14<sup>th</sup> Street are required to turn right (northbound) on Ardmore Avenue which is a one way northbound street to 15<sup>th</sup> Street. Then, to access the site vehicles would be required to turn west on 15<sup>th</sup> Street or make a u-turn on Valley Drive. As a result, for drivers who are familiar with the street system, this would not be an attractive route to the project site because of the additional turns and redirections that are required to access the site.

**Response to Comment 14.2:** The potential mitigation measure options suggested for the Highland/13<sup>th</sup> Street intersection involve implementing turn restrictions or the conversion of 13<sup>th</sup> Street to a one-way street. If either of these measures were to be implemented, the traffic that would no longer be able to use 13th Street would shift to other routes, such as 15<sup>th</sup> Street and Manhattan Beach Boulevard. While traffic volumes would shift to alternative streets, the most directly impacted intersection would be Highland at 15<sup>th</sup> Street. Mitigation measures have been proposed in the DEIR for this intersection.

**Response to Comment 14.3:** Please refer to Response to Comments 12.4 and 12.6.

**Response to Comment 14.4:** The commentor did not identify which intersections are believed to exceed the significance thresholds and were not identified. A review of the Critical Movement Analysis Summary Tables (Table 20, 21, and 22 on pages 154 through 156 in the Draft EIR, respectively) indicate that all of the significantly impacted intersections were correctly identified. The significance criteria cited in the DEIR for traffic impacts at an intersection are commonly used by numerous jurisdictions throughout Southern California. The philosophy associated with applying the significance criteria only to

a level of service E or F and not to a less congested level of service is that it would not necessarily be appropriate to implement a roadway improvement as a mitigation measure if the roadway/intersection were operating at an acceptable level, regardless of the traffic increase. For example, if an intersection were currently operating at 50 percent of its capacity and the project traffic caused the intersection to operate at 60 percent, 40 percent of the existing capacity would still be available. In this case, the 10 percent increase would not be considered significant and mitigation would not be required. However, if the intersection were currently operating at 90 percent of its theoretical capacity or greater, the location is already experiencing congestion and a 2 percent increase would be considered as a significant impact. Mitigation would, therefore, be recommended. This philosophy is based on the premise that it would not be appropriate or cost effective to expand the infrastructure until it is demonstrated that the existing infrastructure is inadequate. Further, unnecessary expansion of the infrastructure can lead to inappropriate secondary impacts (e.g. loss of landscaping or parking).

**Response to Comment Letter 15**

Frank Beltz, and Judy Kerner

frandyb@earthlink.net

**Response to Comment 15.1:** This comment is an introductory comment and does not require a response.

**Response to Comment 15.2:** The Los Angeles County Congestion Management Program (CMP) indicates that a designated CMP intersection may be significantly impacted and should be evaluated if a proposed development project is expected to contribute 50 or more vehicle trips to the intersection during either the AM or PM peak hour. Similarly, the CMP indicates that a designated CMP freeway monitoring location should be evaluated if a proposed project is expected to contribute 150 or more trips to the freeway during either of the peak hours. Based on the peak hour traffic generation estimates cited in the DEIR and the anticipated geographical distribution of the site's patronage, it is expected that the Metlox development would contribute well below 50 vehicle trips per hour to the intersection of Sepulveda at Rosecrans or PCH at Artesia, which are designated CMP intersections. The land uses proposed for Metlox are not generally considered to be the type that would result in a regional patronage draw. The percentage of site-generated vehicle trips traveling to and from the San Diego Freeway would, therefore, be relatively low and the project would contribute well below 150 vehicle trips per hour to the I-405 Freeway. While the Sepulveda/Rosecrans and PCH/Artesia intersections as well as the freeway currently operate at congested conditions during the peak periods, the project would not result in a significant impact based on the significance criteria stated in the DEIR.

While there are no other CMP intersections in the area between Sepulveda Boulevard and the I-405 Freeway, the CMP logic could be applied to the major intersections in this area, such as the Rosecrans/Aviation intersection. This intersection operates at unacceptable levels of service (LOS E or F) during the peak periods as evidenced by the extreme congestion that occurs at this location. The Metlox project would not, however, result in an increase of 2 percent or greater in the volume/capacity ratio at this intersection based on the trip generation and geographical distribution forecasts for the proposed land uses. A detailed technical analysis, therefore, is not necessary. It is agreed that the project would contribute some traffic to this intersection; however, the increase would be well below the threshold that would require an analysis.

With regard to the comment that the CMP standards are not adequate, these standards were developed by the Los Angeles County Metropolitan Transportation Authority (MTA) and have been in place since the early 1990's. They are applicable to all jurisdictions in LA County. With regard to the question about whether EIR's have been prepared in the past for other developments that impact Rosecrans, any projects that are within the vicinity of Rosecrans that have had EIR's prepared are required to evaluate project

impacts including cumulative impacts, and mitigate any significant project impacts or adopt a statement of overriding considerations.

With regard to this project being only a part of a set of potential projects that may impact traffic on Rosecrans, the Draft EIR adequately addressed the issue of "Related Projects" and cumulative traffic impacts. A discussion of related project was provided on page 45 of the Draft EIR. Based on a review of project applications on file with the City, no major developments were identified within close proximity to the project site as having the potential to increase project impacts. The projects that were identified consisted of isolated modernization projects of existing uses which are not expected to intensify development patterns in the area. Therefore, no specific projects were added to the cumulative analysis. The cumulative analysis was based on a conservative assumption that areawide traffic volumes would increase at a rate of 2 percent each year during the estimated 5-year project buildout time period. This cumulative analysis is a standard and conservative approach in projecting cumulative traffic impacts throughout the City, including the Rosecrans area. The ambient 2% future growth rate (without the project) was identified in the traffic analysis as "Future 2005 Without Project." See Tables 20-22 on pages 154 through 156 respectively. A discussion of cumulative traffic impacts can also be found on page 158 of the Draft EIR.

**Response to Comment 15.3:** The conceptual site plan depicted in the Draft EIR provides a basic and preliminary floor plan of the proposed project. With regard to the proposed Lookout Tower, the revised description of this feature has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. While this feature will exceed the height of the other structures in the Downtown District, it is a relatively small structure (with a base of 20 feet by 20 feet) and is proposed to provide the general public with views of the surrounding skyline. In reviewing the illustrative renderings provided in the Draft EIR, the view obstruction that this feature would create would be further minimized by the trellised roof cover.

The views analysis provides a discussion on nearby views because they are the most prominent views that will be affected by the proposed project. Views from locations farther away to the east would either be impacted to the same degree as the representative views or to a lesser degree because such views would look over the site (because of the ascending topography). Therefore the views identified were chosen as they are best representative of the projects overall visual impacts.

**Response to Comment Letter 16**

John A. & Roberta A. Brown  
4108 Highland Ave., #B  
Manhattan Beach, CA 90266

**Response to Comment 16.1:** The existing traffic conditions are summarized in terms of CMA values and LOS ratings in Table 15 on page 128 of the Draft EIR. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment 16.2:** This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment 16.3:** This comment does not make any direct comment regarding this project. The parking requirements for this project are discussed on page 131 of the Draft EIR. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment 16.4:** This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment Letter 17**

James C. Burton, et. al.  
(10 Signed Petitioners)  
328 11<sup>th</sup> Street  
Manhattan Beach, CA 90266

**Response to Comment 17.1:** This comment provides introductory statements identifying the commentor. No response is required.

**Response to Comment 17.2:** The intersection of Manhattan Beach Boulevard and Morningside Drive was identified as a study intersection and was analyzed in the Draft EIR. Downtown Manhattan Beach is a pedestrian oriented commercial district. As such additional the area already experiences a high degree of pedestrian/vehicle interface. The project is has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing the pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13<sup>th</sup> Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

The Draft EIR is not required to address the parking situation in the Downtown Manhattan Beach Commercial District. The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

**Response to Comment 17.3:** The intersection of Manhattan Beach Boulevard at Morningside Drive was evaluated in the DEIR traffic analysis, and the analysis indicated that the intersection would not be significantly impacted by the project based on the significance criteria cited in the report. The results of the analysis are summarized in Tables 20, 21, and 22 of the DEIR. This conclusion is based primarily on

the fact that Morningside Drive is proposed to be converted to a one-way northbound street in conjunction with the development of the project.

**Response to Comment 17.4:** With regard to traffic flow, intersection capacity, parking maneuvers, and pedestrian activity, Manhattan Beach is considered to have the characteristics of an urban community. The methodology used for determining the intersection levels of service is, therefore, appropriate for the analysis and is consistent with accepted practice in this region. Manhattan Beach would not be classified as a rural area.

**Response to Comment 17.5:** The projects that have been identified by this commentator are already built and operational. As such, these projects contribute to the existing conditions in the Downtown District. The Draft EIR analyzes the parking demand and supply characteristics of the proposed project and, to the extent that the project's impacts are considered, do not address off-site parking conditions for the Downtown District. Off site parking impacts would only be required to be addressed if the project was unable to satisfy its parking demand on-site thus contributing to or exacerbating an existing condition. However, this is not the case. The proposed project will provide enough parking to satisfy the project's demands on-site. Therefore, the proposed project will not contribute to the parking deficiencies of the Downtown District.

**Response to Comment 17.6:** The Draft EIR is not required to address the parking situation in the Downtown Manhattan Beach Commercial District. The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

**Response to Comment 17.7:** As the Draft EIR and this comment letter acknowledges, the project site is located in an urbanized environment that already contains a variety of noise sources. These sources include pedestrian activity, automobile traffic (especially along Highland Avenue and Manhattan Beach Boulevard), and delivery/disposal truck traffic. Noise measurements were taken at receptor locations surrounding the proposed project in June 2000 to establish a baseline from which to measure construction and operational noise impacts. These daytime and nighttime sound levels are presented in Table 25 (on page 176) of the Draft EIR.

As required under CEQA, the noise analysis contained in the Draft EIR evaluated and compared "no project" conditions with "proposed project" conditions. The nuisance noises related to truck activity (raised in this comment letter) currently exist within the area that may be affected by the proposed project. The proposed project will not materially increase the duration or frequency of delivery and disposal truck activity. Therefore, as concluded in the Draft EIR, the proposed project's incremental long-term operational noise contribution, when compared to the "no project" condition, will result in an impact that is less-than-significant.

This comment letter raises the issue of "setting up contingency measures that would be implemented if this project causes an increase in trash and noise in surrounding neighborhoods." As acknowledged in the Draft EIR, the proposed project would be subject to the provisions of the City of Manhattan Beach Municipal Code. As concluded in the Draft EIR, short-term construction noise impacts would be significant and unavoidable, even after application of prescribed mitigation measures.

**Response to Comment 17.8:** The noise mitigation measures recommended in the Draft EIR will effectively reduce noise levels to the maximum extent possible. Construction activities will be restricted to the acceptable working hours as identified in the Manhattan Beach Municipal Code. The acceptable hours for construction activities established through the Code are aimed at reducing impacts on sensitive receptors (schools, residences, libraries, etc.). Imposing more restrictive hours on the construction schedule would prolong the construction process and would not be beneficial to the community.

**Response to Comment 17.9:** The commentator's opinion is noted and should be considered by the decision makers. The Alternatives sections address other projects with reduced environmental impacts. The mitigation measures proposed in the DEIR are consistent with the requirements set forth by the City of Manhattan Beach and CEQA. If proposed mitigation measures are not implemented due to secondary impacts, such as the removal of on-street parking and right-of-way acquisition, additional traffic impacts would remain significant.

**Response to Comment 17.10:** Neighborhood traffic impacts were discussed in the Draft EIR on page 157. As stated in the Draft EIR, the assessment of neighborhood "cut through" traffic was not based on the assumption that residents were "not capable" of finding a shortcut to the project site by finding alternate routes through the residential neighborhood. Rather the analysis was predicated on the fact that "cut through traffic would not benefit from cutting through the residential neighborhood east of Ardmore Avenue." As a result of the existing roadway configurations (12<sup>th</sup> Street, 13<sup>th</sup> Street, and 14<sup>th</sup> Street do not provide access to the project site) a direct route to the project site is not available to vehicles who cut through the residential neighborhood. Vehicles traveling westbound on 12<sup>th</sup> Street, 13<sup>th</sup> Street, or 14<sup>th</sup> Street are required to turn right (northbound) on Ardmore Avenue which is a one way northbound street to 15<sup>th</sup> Street. Then, to access the site vehicles would be required to turn west on 15<sup>th</sup> Street or make a u-turn on Valley Drive. As a result, for drivers who are familiar with the street system, this would not be an attractive route to the project site because of the additional turns and redirections that are required to access the site. Therefore, it is not foreseen that the project will force people into the surrounding neighborhoods for free parking because the proposed project will provide enough parking to meet its



demand, plus surplus parking of approximately 100 spaces will be provided for the Downtown District. The City and the project applicant will coordinate to operate an effective parking plan that will serve the project and surrounding commercial district through a shared parking program.

**Response to Comment 17.11:** As stated in the Draft EIR, the proposed project does not have the potential to induce future growth because it is the only remaining vacant parcel in the Downtown Manhattan Beach. The commentor has not provided any further direction or cause to warrant additional research of this issue.

**Response to Comment 17.12:** This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment Letter 18**

James C. Burton  
328 11<sup>th</sup> Street  
Manhattan Beach, CA 90266

**Response to Comment 18.1:** The Draft EIR included within its scope comprehensive studies on local noise traffic and parking impacts and provided mitigation measures to reduce impacts in each of these three environmental issue areas. Traffic impacts to the Manhattan Beach Boulevard/Morningside Drive intersection were analyzed in the Draft EIR. This intersection will not be significantly impacted by the Metlox project in part due to the conversion of Morningside Drive to a one-way street north of Manhattan Beach Boulevard. The commentor challenges the adequacy of the traffic analysis because the adjacent intersections were identified as having significant impacts. While these intersections are located in close proximity to each other there are a number of factors that affect the levels of service at each intersection. Factors that are considered in the traffic model analysis include turning movements, adjacent uses, the project traffic distribution, etc. It should be noted that a higher percentage of north-south directional traffic occurs along Highland Avenue and Valley Drive than Morningside Drive. Morningside Drive is not a through street past 13<sup>th</sup> Street to the north. As such it does not experience the traffic volumes that Highland Avenue and Valley Drive experience. This is just one of many factors that can affect the level of service at an intersection. Thus it does not seem out of the ordinary that an intersection between two significantly impacted intersections is impacted to a lower level that is less than significant.

**Response to Comment 18.2:** The impacts to parking were addressed in the Draft EIR on page 158. Please refer to responses to comments 10.3 through 10.6. with regard to the loss of existing parking in Lot 5 and Lot M.

Lot M was never intended to be used as a permanent parking lot. As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: "The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore, the loss of these parking spaces is not considered a project impact.

Parking Lot 5 was discussed in the Draft EIR on page 124. Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their

peak demand hours of approximately 101 spaces (see Draft EIR page 158). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

**Response to Comment 18.3:** The intersection of Manhattan Beach Boulevard and Morningside Drive was identified as a study intersection and was analyzed in the Draft EIR. Downtown Manhattan Beach is a pedestrian oriented commercial district. As such, the area already experiences a high degree of pedestrian/vehicle interface. The project has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing the pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13<sup>th</sup> Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

**Response to Comment 18.4:** The commentor has misread the Draft EIR. The significant and unavoidable noise impacts discussed on page 16 of the Draft EIR are presented in a discussion regarding noise from construction activities, not operational noise. Operational noise from commercial uses and trash pick up operations are evaluated in Section V.H., Noise on page 180 of the Draft EIR under the subtitle nuisance noise. To reiterate this discussion, the noise levels associated with the proposed operations would be consistent with the existing noise levels that are present in the Downtown Manhattan Beach Area. The project does not propose any uses that would generate noise levels above and beyond what is currently experienced in that area. As such, the anticipated noise levels are not anticipated to be significant. Moreover, to add to that discussion, the proposed site plan is designed in a way that would shield the adjacent residential uses from the highest levels of activity (i.e., noise sources) of the project site. As such, nuisance noise is expected to be less than significant.

**Response to Comment 18.5:** As discussed above in Response to Comments 18.1 through 18.4, the commentor's assertions regarding noise traffic and parking impacts are unfounded. The commentor's opinion regarding the approval of a smaller project is noted and will be forwarded to the decision makers.

**Response to Comment Letter 19**

Peggy Chase  
216 13<sup>th</sup> Street  
Manhattan Beach, CA 90266  
plgchase@hotmail.com

**Response to Comment 19.1:** The automatic machine traffic counts taken with the rubber tube were used to determine localized traffic volumes on local roadways adjacent to the project site. The traffic tube placed on 13<sup>th</sup> Street east of the alley was used to provide supplemental baseline data for the air quality and noise studies. The data from this tube was not used to determine traffic volumes on 13<sup>th</sup> Street. Traffic volumes for 13<sup>th</sup> Street were based on data from traffic count tubes placed at the intersection of 13<sup>th</sup> Street and Highland Avenue. All vehicles were counted that traveled on the link of 13<sup>th</sup> Street between Highland and the alley.

**Response to Comment 19.2:** The project proposes to convert Valley Drive to a two-way street between 13<sup>th</sup> Street and 15<sup>th</sup> Street so that motorists intending to travel north from the project site would have the option of using Valley as a travel route and thereby avoid the more congested locations along Highland Avenue and Manhattan Beach Boulevard. The project does not propose to convert Ardmore to a two-way street. Valley Drive and Ardmore Avenue are physically separated between 15<sup>th</sup> Street and Manhattan Beach Boulevard by a center island that is used as a public parking lot, landscaping and a jogging trail. Converting this roadway to allow two way traffic would result in the loss of valued community amenities and would not be feasible.

**Response to Comment 19.3:** A single entrance/exit on Valley Drive would not adequately accommodate the volumes of traffic expected to be entering and exiting the Metlox parking facility. Furthermore, a single driveway would limit the access opportunities and result in a concentration of traffic at a single location, thereby creating unnecessary congestion and traffic delays. It is typically considered better design to provide several ingress/egress options for a parking facility of the size proposed instead of just one driveway.

**Response to Comment 19.4:** A new traffic signal would not likely be needed at Highland and 13<sup>th</sup> Street if the Metlox site were provided with a single driveway on Valley Drive. Such a design would, however, result in traffic congestion, additional delays, and more pronounced traffic impacts at the critical intersection of Manhattan Beach Boulevard at Valley/Ardmore. It would also result in more circuitous routing for patrons to access the site. The proposed 13<sup>th</sup> Street extension is intended to improve access and circulation into and out of the project area and will reduce traffic congestion at nearby intersections. A traffic signal is not proposed at the intersection of Manhattan Beach Boulevard at Morningside Drive.



**Response to Comment Letter 20**

Jeri Deardon  
2500 Pine Avenue  
Manhattan Beach CA 90266

**Response to Comment 20.1:** Although the sewer project was under construction when the DEIR was prepared, Marine Avenue was open to traffic in both directions at the times when the baseline traffic counts were taken. The DEIR traffic analysis indicates that the project would contribute some traffic to Marine Avenue; however, the impacts were shown to be less than significant based on the analysis of Marine Avenue at Sepulveda Boulevard and Marine Avenue at Pacific Avenue/Ardmore Avenue.

**Response to Comment Letter 21**

Mike Dunitz  
1440 10<sup>th</sup> Street  
Manhattan Beach CA 90266

**Response to Comment 21.1:** This comment does not raise any specific concern regarding the adequacy of the environmental analysis. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment Letter 22**

Susan A. Enk  
586 27<sup>th</sup> Street  
Manhattan Beach, CA 90266

**Response to Comment 22.1:** This is an introductory comment identifying the concerns listed in comments 22.2 through 22.6 below. No response is required.

**Response to Comment 22.2:** The comment and the DEIR indicate that many of the intersections in the study area currently operate at unacceptable levels of service during the peak periods, as indicated by a LOS E or F designation. While the proposed project is anticipated to add traffic to these intersections, the impacts are not considered to be significant unless the additional traffic would result in an increase of 0.02 or greater in the intersection's volume/capacity ratio. This significance criterion is commonly used in Southern California to assess the impacts of development projects and to determine if project-related mitigation would be required. The philosophy is that it would not be appropriate to require a particular development project to be responsible for mitigating existing traffic problems unless the anticipated impacts are above a designated threshold. While it is acknowledged that there are numerous locations that have traffic congestion under current conditions, it would not be necessary for these conditions to be mitigated in conjunction with the Civic Center/Metlox development unless the designated significance threshold is exceeded. The locations that would be significantly impacted by the project have been identified in the DEIR and mitigation measures have been proposed, where feasible. The DEIR acknowledges that there are two intersections that would have unavoidable significant impacts during peak periods in the summer, as there are no feasible mitigation measures to alleviate the impacts.

**Response to Comment 22.3:** The comment and the DEIR indicate that many of the intersections in the study area currently operate at unacceptable levels of service during the peak periods, as indicated by a LOS E or F designation. While the proposed project is anticipated to add traffic to these intersections, project impacts, according to City of Manhattan Beach significance criterion, are not considered to be significant unless the additional traffic would result in an increase of 0.02 or greater in the intersection's volume/capacity ratio. This significance criterion is commonly used by many other Southern Californian jurisdictions to assess the impacts of development projects and to determine if project-related mitigation would be required. The underlying philosophy is that it would not be appropriate to require a particular development project to be responsible for mitigating existing traffic problems unless the anticipated impacts are above a designated threshold. State law, in fact, does not allow a project to be held responsible for the impacts of others. While it is acknowledged that there are numerous locations that have traffic congestion under current conditions, it would not be necessary for these conditions to be mitigated in conjunction with the Civic Center/Metlox development unless the designated significance threshold is exceeded. The locations that would be significantly impacted by the project have been



identified in the DEIR and mitigation measures have been proposed, where feasible, to reduce such impact to less than significant levels. For intersections that can not be mitigated to less than significant levels, or for which the recommended mitigation measures are determined to be infeasible due to secondary impacts, a statement of overriding considerations will be required by the Lead Agency if the project is approved.

**Response to Comment 22.4:** The project's impact at each of the 16 study intersections is quantified and, where appropriate, will be mitigated to less than significant levels. Please refer to Tables 20, 21 and 22 on pages 154 through 156 of the Draft EIR, respectively for a quantitative summary of the project impacts at each of the 16 study intersections.

**Response to Comment 22.5:** This commentor is incorrect in referring to the existing building heights of the buildings surrounding the project. The proposed project will not be built 4 feet higher than the rest of downtown. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13<sup>th</sup>) is 30' in height and the office building at 1201 Morningside Drive (at 12<sup>th</sup>) is 31' 8" in height. These structures are within the Downtown Commercial District and lie directly adjacent to the proposed project site. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13<sup>th</sup> Street, 321 12<sup>th</sup> Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11<sup>th</sup> Street and 1035 Morningside Drive, 325 11<sup>th</sup> Street, and 1000 Highland Avenue. The project structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, with the exception of the Lookout Tower, which will require a height variance or other discretionary approval, the height of the proposed structures is consistent with the underlying zoning code requirements.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary approval will still be required for the Lookout Tower. Additional mitigation measures

have also been incorporated into the Final EIR to clarify and limit the design and placement of this project feature.

**Response to Comment 22.6:** Regarding the project's potential economic impact on the Downtown Commercial District, two of the project objectives were as follows (1) To keep new commercial development at a low-scale and architecturally compatible with the Downtown area; and (2) To provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses. Accordingly, it is not the intent of the project to economically overshadow the Downtown Business District. Rather it was anticipated from the onset that the proposed project would result in a beneficial economic impact on surrounding businesses because the project would provide an attractive low scale commercial project on an vacant property in a prominent location – at a major gateway to the Downtown District. Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development counter and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

### **Response to Comment Letter 23**

Harry A. Jr. Ford  
54 Village Circle  
Manhattan Beach, CA 90266-7222

**Response to Comment 23.1:** This comment is part of a transmittal letter summarizing the issues discussed in later comments. This comment does however, incorrectly indicates CEQA exemptions were utilized as part of the study. This is not a true statement because no exemptions were utilized in any part of this environmental review process.

**Response to Comment 23.2:** This comment does not present any direct questions or challenges regarding the adequacy of the environmental review. No response is required.

**Response to Comment 23.3:** This comment does not present any direct questions or challenges regarding the adequacy of the environmental review. The commentor is incorrect in its assertion that the project includes 140,000 square feet for the Metlox portion of the project. Issues regarding the density of the project, crime levels, traffic and parking concerns were all addressed in the Draft EIR. The Metlox project is proposed with only 90,000 square feet of commercial uses. No response is required.

**Response to Comment 23.4:** The DEIR traffic analysis is based on traffic counts that were taken in the year 2000, as opposed to data collected for the 1988 General Plan. The recent traffic counts provide a more accurate account of "current" traffic conditions. The recent traffic counts and associated levels of service described in the DEIR are consistent with the General Plan in that both documents indicate that the downtown area has locations that operate at unacceptable levels of service (LOS E and F).

It would be infeasible to analyze every intersection in the City of Manhattan Beach within the scope of the Traffic Impact Analysis for the proposed project. Therefore representative intersections are selected to best represent traffic impact on the entire roadway system. The project's traffic analysis analyzed 16 study intersections, one of which was intersection of Manhattan Beach Boulevard and Manhattan Drive. The intersection of Manhattan Beach Boulevard and Ocean drive was not included as a study intersection because it does not directly access the project site and would not be a highly traveled route to the project site. Since Ocean Drive runs parallel and closest to the Beach, traffic volumes from the west are limited to residents of that immediate area and from vehicles traveling from the south. The project's impact to the Ocean Avenue/Manhattan Beach Boulevard intersection would be less than that anticipated for the Manhattan Beach Boulevard/Manhattan Avenue intersection because: (1) it is located farther away from the project site and (2) not all vehicles traveling on Ocean Drive are project-related trips.

The DEIR traffic analysis addresses six peak-period scenarios: winter weekday AM peak hour, winter weekday PM peak hour, summer weekday AM peak hour, summer weekday PM peak hour, summer Saturday afternoon peak hour, and summer Sunday afternoon peak hour. The winter scenarios represent fall, winter, and spring as the traffic volumes are essentially the same for these non-summer periods. The winter data represent days when the weather was warm and sunny. As the peak summer weekend scenarios represent the reasonable worst-case weekend scenario, it is not necessary to also evaluate the winter weekend. The target year for the DEIR traffic analysis was 2005, which is a reasonable time frame for the completion and occupancy of the project. It is not necessary for an EIR to also evaluate a long-range future scenario such as the year 2020. Caltrans has reviewed the DEIR and has not requested additional data for the 2020 scenario.

**Response to Comment 23.5:** It is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. The project will provide adequate on-site parking to meet the demands of the proposed uses. Thus, the project will not contribute to any existing parking problems in the surrounding area. Rather, the proposed project will help to alleviate the parking problems by providing surplus parking and implementing a shared parking program with the Downtown Commercial District. As referenced by the commentor, The Downtown Manhattan Beach Parking Management Plan Report, prepared by Meyer Mohaddes Associates, dated February 1998 was previously prepared to assess the existing and future parking demands for the downtown area at the time of that study. That study did not include any estimate for future growth at the Metlox site. Specifically the Downtown Manhattan Beach Parking Management Plan Report stated: "For purposes of this analysis, the Community Development Department requested that a range of 10 to 20 percent growth be analyzed with respect to future parking demand (not including the Metlox site)."

The restaurant uses were included in the parking demand calculations presented in the Traffic Study for the Proposed Civic Center/Metlox Development Project. The parking demand calculations used a base parking demand rate of 20 spaces per 1,000 square feet of restaurant uses (6,400 square feet / 1,000 x 20 = 128 parking spaces). This projection was further adjusted to account for internal shared use walk-in factors. These estimated parking demand rates are based on specific project uses (i.e., restaurants, office, hotel, etc.) and are inclusive of employee parking demands.

Additionally, Lot M is a temporary parking facility that was never intended to be used as a long-range remedy for the downtown parking demands. While the lot has provided additional temporary parking spaces for the employees and patrons of the downtown businesses, it has consistently been publicized that the land would ultimately be considered for a use other than parking. The DEIR indicates that the Metlox project would be provided with more parking spaces than that which would be required to satisfy the demands of the proposed on-site land uses. The excess parking supply is intended to be available for general public use and would accommodate the loss of the 35 parking spaces in the existing Lot 5. There is no expectation or requirement that a proposed development project such as Metlox would be responsible for supplying parking for existing businesses in the surrounding area as long as the project itself does not result in a significant parking impact. The Downtown Parking Management Report evaluates the parking within the downtown as a whole, while the Metlox EIR evaluates the parking

required for the project itself. The merchant parking program and the Code required parking for other downtown businesses are also beyond the scope of the project specific Metlox EIR. As the site would be provided with a sufficient number of spaces to satisfy the project's parking demand, additional parking-related mitigation is not required.

**Response to Comment 23.6:** The proposed project is not designed or planned to serve as a regional draw venue. The Draft EIR does acknowledge the fluctuating seasonal demands in parking demands of the project as it provides a December project demand estimate and a July parking demand estimate. The purpose of the Draft EIR is to analyze the project's impacts on the existing environment. Thus, it is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. The project will provide adequate on-site parking to meet the demands of the proposed uses and the project will not contribute to any existing parking problems in the surrounding area.

**Response to Comment 23.7:** With regard to the status of the Economic Impact Report for the project, Economics Research Associates (ERA) prepared a separate economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. To the extent the Economic Impact Report was prepared in conjunction with the Draft EIR, the traffic assumptions (i.e., project trip generation rates) were forwarded to the economic consultants to provide consistency between analysis. The Economic Impact Analysis is available for review at the City of Manhattan Beach's Community Development counter, Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment 23.8:** The utility and cellular towers that are a part of the existing infrastructure will likely be upgraded, realigned, or under grounded as part of the project, however project plans do not include this level of specificity at this point in time. These changes will not significantly impact the existing visual environment as they are already in place. The project applicant will be required to coordinate and submit utility plans to the City of Manhattan Beach Public Works Department as part of the project approval and construction process.

This commentor is incorrect in referring to the existing building heights of the buildings surrounding the project. The proposed project will not be built 4 feet higher than the rest of downtown. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13<sup>th</sup>) is 30' in height and the office building at 1201 Morningside Drive (at 12<sup>th</sup>) is 31' 8" in height. These structures are within the Downtown Commercial District and lie directly adjacent

to the proposed project site. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13<sup>th</sup> Street, 321 12<sup>th</sup> Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11<sup>th</sup> Street and 1035 Morningside Drive, 325 11<sup>th</sup> Street, and 1000 Highland Avenue. The projects structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, the proposed building height is consistent with the underlying zoning code requirements.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary approval will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature.

**Response to Comment 23.9:** Policy 3.1 of the General Plan is a directive to the City to conduct annual reviews of on-street parking conditions in neighborhoods adjacent to commercial areas. This annual review is not associated or required by the proposed project. In addition, the project's parking demands would not have a significant impact on the adjacent residential neighborhoods because the project will accommodate the projected peak parking demands of the proposed project within on-site surface and subterranean parking areas. The spillover parking into adjacent neighborhoods that the commentor is referring to is not considered a project impact because (1) it is an existing condition that already occurs without the proposed project's presence, and (2) will not be exacerbated by the project because the project will provide adequate parking to serve the projects demands. If anything, the adjacent neighborhoods will likely experience fewer spillover parking occurrences because the project will provide surplus parking that will serve other uses in the downtown area through a shared parking program.

**Response to Comment 23.10:** Noise impacts are addressed in Section V.H of the Draft EIR beginning on page 171. Public Safety impacts are addressed in Section V.D beginning on page 104 of the Draft EIR. Risk of Upset impacts, including soil contamination and asbestos issues, are addressed in Section V.E. of the Draft EIR beginning on page 109. Hydrology and Water Quality impacts are addressed in Section V.G of the Draft EIR beginning on page 161.

**Response to Comment 23.11:** It is acknowledged that the construction activities associated with the proposed project could result in temporary parking impacts because existing parking spaces would be displaced. As construction of the Metlox and Civic Center components would occur at different times, the parking impacts during construction would not be cumulative and the existing on-site parking spaces would not all be displaced simultaneously. Although details have not yet been developed, it is proposed that the construction activities would be phased such that the parking demands would be accommodated on site during construction. One method of achieving this objective would be to first construct about one-half of the proposed parking facility while maintaining the other half of the lot for parking. Then, while the second half of the parking facility is being constructed, the completed section would be made available for parking. This type of phased construction program could be used to accommodate the needs of the existing Civic Center, the merchants, and the construction workers' vehicles. While the total number of existing parking spaces would not be maintained, the program would minimize parking impacts in the surrounding areas. The following mitigation measure has been added to the Additions and Corrections Section of the Final EIR (See Section II., Additions and Corrections, page II-10) to further ensure impacts upon parking during the construction process remain less than significant:

*"Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site."*

**Response to Comment 23.12:** The activities planned for the town square are community based activities aimed at creating a vibrant atmosphere and interactive place for residents of Manhattan Beach to congregate and experience culture. Such activities are proposed as character defining features of the project and are not intended or anticipated to be trip generators. These activities represent typical community center activities which will add to the local community oriented experience of the proposed project. These activities would normally be scheduled outside of normal business hours and on weekends. As such, the parking and traffic impacts would be off-set by the commercial office and Civic Center office uses, which follow regular working hour patterns.

**Response to Comment 23.13:** The Draft EIR was noticed, distributed, and made available in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein.

**Response to Comment 23.14:** The Draft EIR is adequate in assessing summer peak hour traffic conditions. To assess traffic conditions during the summer season, two sets of traffic counts were used in

the traffic analysis; summer counts and winter counts. The summer season counts were taken on typical warm summer days to specifically capture the beach-related summertime traffic conditions. Therefore the commentor's assertion that the project underestimates summertime project impacts is unfounded.

**Response to Comment 23.15:** This comment is not directed at the adequacy of environmental analysis. The commentor's opinion is noted and will be forwarded to the decision makers for their consideration.

**Response to Comment 23.16:** The commentor's opinion is noted and will be forwarded to the decision makers for their consideration.

**Response to Comment 23.17:** The referenced list of Exhibits are attached to this comment letter for reference purposes.

**Response to Comment 23.18:** This introductory comment explains the format used for the following comments and does not require a response.

**Response to Comment 23.19:** It is acknowledged that the construction activities associated with the proposed project could result in temporary parking impacts because existing parking spaces would be displaced. As construction of the Metlox and Civic Center components would occur at different times, the parking impacts during construction would not be cumulative and the existing on-site parking spaces would not all be displaced simultaneously. Although details have not yet been developed, it is proposed that the construction activities would be phased such that the parking demands would be accommodated on site during construction. One method of achieving this objective would be to first construct about one-half of the proposed parking facility while maintaining the other half of the lot for parking. Then, while the second half of the parking facility is being constructed, the completed section would be made available for parking. This type of phased construction program could be used to accommodate the needs of the existing Civic Center, the merchants, and the construction workers' vehicles. While the total number of existing parking spaces would not be maintained, the program would minimize parking impacts in the surrounding areas. The following mitigation measure has been added to the Additions and Corrections Section of the Final EIR (*See Section II., Additions and Corrections, page II-10*) to further ensure impacts upon parking during the construction process remain less than significant:

*"Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site."*



**Response to Comment 23.20:** The project's parking demands would not have a significant impact on the adjacent residential neighborhoods because the project will accommodate the projected peak parking demands of the proposed project within on-site surface and subterranean parking areas. The spillover parking into adjacent neighborhoods that the commentor is referring to is not considered a project impact because (1) it is an existing condition that already occurs without the proposed project's presence, and (2) will not be exacerbated by the project because the project will provide adequate parking to serve the projects demands. If anything, the adjacent neighborhoods will likely experience fewer spillover parking occurrences because the project will provide surplus parking that will serve other uses in the downtown area through a shared parking program.

**Response to Comment 23.21:** The impacts to parking were addressed in the Draft EIR on page 158. Please refer to responses to comments 10.3 through 10.6. with regard to the loss of existing parking in Lot 5 and Lot M. The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses. This surplus of parking supply is anticipated to minimize the occurrence of parking intrusion in the surrounding residential neighborhoods. It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended that the City consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District as a mitigation measure. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

*"Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only."*

This comment also references a City policy to annually review on-street parking in neighborhoods adjacent to commercial areas through out the city. This Policy is directed at the City to implement on an annual and Citywide basis and is not within the scope of this project. Spillover parking into adjacent residential neighborhoods is not anticipated to occur as a result of this project because the project proposes adequate on-site parking to meet the demands of the project. Further more, as demonstrated in the Draft EIR, the project will provide surplus parking that will further alleviate parking demands from the Downtown Commercial District during certain peak demand times (i.e., summer weekends). As such, parking demand impacts were determined to be less than significant.

**Response to Comment 23.22:** The Draft EIR did study the potential environmental impacts of the project on water runoff, storm drain infrastructure. Please refer to Section V.G. Hydrology/Water Quality. Potential project impacts on wastewater (sewer infrastructure) were found to be less than

significant and were not included as a stand alone EIR analysis. This issue was adequately discussed in the Draft EIR on page 189 and Appendix A, Initial Study Analysis.

The City's improvements to the existing storm drain infrastructure are being conducted independently of this project as part of the Capital Improvement Program. Coordination in construction schedules will be adequately assessed by City Staff as the approval and schedule of this project becomes more certain. Coordination in construction schedules to minimize the potential short-term nuisance and inconveniences associated with concurrent earthwork and trenching activities will be handled in accordance within the normal scope of project review and approval by the Public Works Department.

**Response to Comment 23.23:** Assessing the quality of the City's potable water supply is outside the scope of this EIR. The water supplied to the project site via an extension of the existing potable water infrastructure system, will be provided in accordance with all applicable laws and regulation regarding public water supplies.

**Response to Comment 23.24:** Potential project impacts on wastewater (sewer infrastructure) were found to be less than significant and were not included as a stand alone EIR analysis. This issue was adequately discussed in the Draft EIR on page 189 and Appendix A, Initial Study Analysis.

**Response to Comment 23.25:** The utility and cellular towers that are a part of the existing infrastructure will likely be upgraded, realigned, or under grounded as part of the project, however project plans do not include this level of specificity at this point in time. These changes will not significantly impact the existing visual environment as they are already in place. The project applicant will be required to coordinate and submit utility plans to the City of Manhattan Beach Public Works Department as part of the project approval and construction process.

With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary application will still be required for the Lookout Tower. Additional mitigation

measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature as discussed below.

A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13<sup>th</sup>) is 30' in height and the office building at 1201 Morningside Drive (at 12<sup>th</sup>) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13<sup>th</sup> Street, 321 12<sup>th</sup> Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11<sup>th</sup> Street and 1035 Morningside Drive, 325 11<sup>th</sup> Street, and 1000 Highland Avenue. The project structures will be consistent with the height of these structures, as they are proposed to be a maximum of 30 feet in height. Additionally, as stated in the Draft EIR, the proposed building height is consistent with the underlying zoning code requirements.

**Response to Comment 23.26:** The antenna and satellite dishes are a part of the Police Departments operations. These components will be incorporated into the proposed site plan as needed to provide effective and reliable service. Since these features are already part of the existing visual character of the site, their replacement and or relocation on-site would not be considered significant project impact.

**Response to Comment 23.27:** Visual impact and view corridors are addressed in Section V.A., Aesthetics of the Draft EIR. This comment is noted for the record.

**Response to Comment 23.28:** The proposed project is consistent with the current provisions of the Code with regard to height. The proposed project plans to build structures, with the exception of the Lookout Tower, that are (1) consistent with the existing code requirements and (2) at the same height as adjacent buildings. A review of the City's records for the buildings surrounding the project site indicate the adjacent office building at 1219 Morningside Drive (at 13<sup>th</sup>) is 30' in height and the office building at 1201 Morningside Drive (at 12<sup>th</sup> Street) is 31' 8" in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13<sup>th</sup> Street, 321 12<sup>th</sup> Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11<sup>th</sup> Street and 1035 Morningside Drive, 325 11<sup>th</sup> Street, and 1000 Highland Avenue. A zone change to make the site more restrictive is not proposed and would be outside the scope of this project.

**Response to Comment 23.29:** Impacts associated with hazardous materials are addressed in Section V.E., Risk of Upset in the Draft EIR. As stated in the Draft EIR, historical soil contamination on the proposed project site has been remediated, and a closure report from the County of Los Angeles Fire Department was issued for the site. The project site is not located on the UST Cleanup Fund Program Revised Priority List or the Leaking Underground Storage Tank Information System (LUSTIS) List that records sites known to generate, store, or be contaminated with hazardous materials (*See Draft EIR, page 111*).

**Response to Comment 23.30:** Please refer to Response to Comment 4.1. Potential impacts associated with any unexpected exposure of hazardous or suspected hazardous materials during excavation activities will be mitigated to less than significant levels with the inclusion of the following mitigation measure:

- *"If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight."*

**Response to Comment 23.31:** The following mitigation measure is prescribed as an addition and correction to the Draft EIR (*see Final EIR, Section II. Additions and Corrections, page II-12*) to mitigate the potentially significant noise impacts of police and fire station siren activity to the proposed 40-room Inn:

- *"Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met."*

**Response to Comment 23.32:** Noise related to delivery and disposal truck operations currently exist within the area that may be affected by the proposed project. The proposed project will not materially increase the duration or frequency of delivery and disposal truck activity. Thus, as concluded in the Draft EIR, the proposed project's incremental long-term operational noise contribution, when compared to the "no project" condition, will result in an impact that is less-than-significant.

**Response to Comment 23.33:** Comment noted. The proposed project would comply with the mitigation measures prescribed in the Draft EIR, as well as all applicable provisions of the City of Manhattan Beach Municipal Code. A 24-hour emergency construction permit will not be applied for nor approved for this project. However, as concluded in the Draft EIR, short-term construction noise impacts would be significant and unavoidable, even after application of prescribed mitigation measures.

**Response to Comment 23.34:** Although the proposed project would accommodate potential "nuisance noise" events, such as live music performances, children's readings, and children's school performances, an amplified sound system is not a part of the project design. These events may, or may not, require amplified sound. In the event that amplified sound is required, a temporary public address (PA) or sound system would be required. As mentioned on page 180 under "Nuisance Noise Impacts", and illustrated in the Figure 5 "Conceptual Site Plan" on page 33 of the Draft EIR, the Town Square portion of the proposed project would be substantially enclosed by surrounding buildings. These buildings will effectively serve as a sound barrier, and can be expected to reduce sound levels by at least 10 dBA (Leq) at receptor areas located outside the venue. In an effort to ensure that potential long-term operational

noise impacts related to outdoor activities (mentioned above) that may occur at the Town Square venue are sufficiently addressed, the following additional mitigation measures are prescribed as additions to the Draft EIR. (See *Final EIR, Section II. Additions and Corrections, page II-12*):

- *"An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.*
- *The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.*
- *Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met."*

As concluded in the Draft EIR, long-term noise impacts related to the proposed project are anticipated to be less-than-significant.

**Response to Comment 23.35:** As stated on page 186 of the Draft EIR, the former Metlox Potteries property is not listed as a federal or state historical resource or landmark. While the former Metlox property is not officially recognized as a local historical landmark, the developer intends on incorporating elements of the sign into the proposed project. In addition, the project plans on including a Lookout Tower within its Town Square plaza that is proposed to include historic photographs depicting the history of the project site and its environs.

**Response to Comment 23.36(a):** As stated on page 63 of the Draft EIR, the project will incorporate low level thematic and security lighting throughout the pedestrian walkways and the Town Square. The orientation of the commercial structures around the Town Square will shield the neighboring land uses from potentially obtrusive light and glare impacts. Vehicular access will be provided generally in conformance with the existing driveway areas. Therefore, light and glare impacts from vehicular headlights would remain generally unchanged. In addition, fewer cars will be parking on-grade as a larger portion of parking will be provided below grade levels. As such, less light and glare would be expected from vehicles maneuvering through the parking areas.

With regard to potential shade and shadow impacts, the following discussion was added to the Additions and Corrections Section of the Final EIR:

*"The proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of*

*Ardmore Avenue and the north side of 15<sup>th</sup> Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15<sup>th</sup> Street are located over 100 feet away from the existing Fire and Police Station buildings.*

*With the exception of the Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in a eastward direction.<sup>2</sup> Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.*

*The revised height of the proposed Lookout Tower is a maximum of 60 feet in height. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the Winter Solstice. To ensure shadows are not cast upon any shadow sensitive uses, the following mitigation measures will be incorporated into the Additions and Corrections Section of the Final EIR.*

- "The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.*
- To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line."*

**Response to Comment 23.36(b):** Trash problems in the Downtown District are not within the scope of this EIR. The proposed project uses will be required to dispose of trash in accordance with all applicable laws and regulations.

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<sup>2</sup> *Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995*

**Response to Comment 23.37:** The Manhattan Beach Police Department was consulted with during the preparation of the EIR. The MBPD's comments on the Draft EIR are included herein in Comment Letter No. 9. The proposed uses will be required to operate in accordance with all applicable laws and regulations. The project applicant will be required to submit site plans to the MBPD to ensure the project is designed in a manner that deters crime.

**Response to Comment 23.38:** The proposed project will be designed in a manner that links the Civic Center and Metlox site with the Downtown District. This theme is reiterated throughout the document numerous times. Please refer to Section V.A., Aesthetics Views, and Section V.C., Land Use.

**Response to Comment 23.39:** One of the stated goals of the project is "to promote strong integration with the remainder of downtown including pedestrian orientation, a public plaza and/or other public uses". As reflected in the proposed site plan the project incorporated wide sidewalk and hardscape plaza areas to facilitate foot traffic. The suggestions made by the commentor will be forwarded to the decision makers for their consideration.

**Response to Comment 23.40:** Coastal access is not an issue as the proposed project site is not located in a position that has the potential to block any direct accessways to the beach. Consistency with the LCP is also discussed in Table IV-1 on page IV-8.

**Response to Comment 23.41:** Site plans will be submitted to the Community Development Department for review and approval. Consistency with all applicable sign regulations will be reviewed at that time.

In addition it should be noted that the following mitigation measure was recommended in the Draft EIR (see Draft EIR, page 73). "Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances."

**Response to Comment 23.42:** The Draft EIR included a total of six alternative development scenarios. Please refer to Section VII of the Draft EIR, Alternatives to the Proposed Project.

**Response to Comment 23.43:** The Cultural Arts Center and the Library expansion were proposed as part of the proposed project. Alternative scenarios excluding these uses were included in the alternatives analysis. Please refer to Section VII of the Draft EIR, Alternatives to the Proposed Project.

**Response to Comment 23.44:** This comment is a request for detailed information relative to the proposed location of truck loading/unloading zones, trash pick-up, the library loading dock, and the library book drop-off bin. While these issues are important relative to the design and operation of the

proposed facilities, such detailed plans were not available at the time of the project analysis and thus could not have been evaluated in detail in the EIR. However, as discussed in the various sections of the Draft EIR additional site plan review will be required at various stages of the projects entitlement process including several plan checks by the appropriate City Departments. Such review includes procurement of a LCP Permit (see DEIR page 101), submittal of a Drainage Plan (see DEIR page 170) submittal of detailed safety designs to the MBPD and MBFD (DEIR page 107). It is therefore anticipated that through the various plan check processes the siting of these loading and trash receptacle facilities will comply with the requirements of the Manhattan Beach Municipal Code. Therefore, no significant impacts to the environment are anticipated to occur due to these elements.

**Response to Comment 23.45:** CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development counter, the Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment 23.46:** Comment noted. An additional analysis addressing the project's compliance with applicable LCP policies, as identified by the California Coastal Commission (See Comment Letter No.2) is presented in the Additions and Corrections Section of the Final EIR (See page Table IV-1 on page IV-8).

**Response to Comment 23.47:** Comment noted.

**Response to Comment 23.48:** Comment noted.

**Response to Comment 23.49:** Comment noted.

**Response to Comment 23.50:** This comment challenges the appropriateness of the City's Code requirements for office parking spaces. The City of Manhattan Beach's parking requirements for general office uses (one space per 300 square feet), is reasonable and similar to other nearby jurisdictions. The Cities of El Segundo, Torrance, and Redondo Beach all employ the same or less restrictive requirements for commercial office uses. It is beyond the scope of this project and Draft EIR to reassess the City's Municipal Code. Additionally, it should be noted that the office examples provided by the commentor (i.e., Skechers and William Raffin Realty) are atypical downtown offices due to their larger size. Typical offices within the downtown area are much smaller in scale and number of employees.

**Response to Comment 23.51:** Housing Hermosa Beach prisoners is not an environmental impact that needs to be addressed in the Draft EIR. The future daily operations of the MBPD will not be consistent



with their current operations. No significant increase in police personnel, administrative staffing or criminals is anticipated.

**Response to Comment 23.52:** No significant increase in police personnel, administrative staffing or criminals at the MBPD is anticipated as a result of the proposed project. Details were provided in the Draft EIR regarding the proposed parking layout of the Civic Center. As indicated on page 158 of the Draft EIR, "Parking for the Civic Center portion of the development will contain 116 secure subterranean parking spaces for police and fire vehicles as well as an additional 87 spaces for Civic Center public and staff. Additional at-grade parking will provide 61 spaces for police and fire vehicles, and 86 spaces for Civic Center public and staff parking needs."

**Response to Comment 23.53:** This comment is not directed at the EIR. No response is required.

**Response to Comment 23.54:** The DEIR traffic analysis is based on traffic projections to the year 2005, which is the time frame that the proposed project is anticipated to be completed and occupied. There is no requirement that a long-range traffic analysis be conducted in conjunction with an individual development project. Such issues are typically addressed through the periodic updating of the General Plan circulation element. If valid long-range traffic projections were available, the project-specific impacts could then be quantified. There is no expectation, however, that city-wide or regional long-range traffic forecasts should be prepared as a component of an EIR traffic analysis not including a General Plan update. The analysis presented in the DEIR is sufficient for evaluating the project's impacts. Caltrans has reviewed the DEIR and has not requested any additional information regarding long-range forecasts or the 2020 scenario.

**Response to Comment 23.55:** The DEIR traffic analysis is based on traffic counts that were taken in 1999/2000, as opposed to data collected for the 1988 General Plan. The recent traffic counts and associated levels of service described in the DEIR are consistent with the General Plan in that both documents indicate that the downtown area has locations that operate at unacceptable levels of service (LOS E and F). While there may be some discrepancies between the DEIR and the 1988 General Plan, the more recent data and analysis techniques are substantially more reliable and defensible, particularly since the technical data and calculation sheets for the 1988 General Plan assessed traffic conditions over 13 years ago.

**Response to Comment 23.56:** The traffic counts that were used to develop the baseline information for the DEIR were taken on warm clear days in the winter and spring of 1999/2000 for the winter weekday scenarios and on a warm clear non-holiday week in July of 2000 for the summer weekday and summer weekend scenarios. For the weekday scenarios, traffic counts were taken at each intersection from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. Then, the highest one-hour period of traffic flow within each two-hour period was identified for each location to represent the peak hour. This methodology is consistent with the guidelines of the Los Angeles County Congestion Management Program (CMP) for determining the peak hour for a traffic analysis. For the weekend scenario, traffic counts were taken for a period of four hours on a Saturday and Sunday afternoon and the highest one-hour period of traffic flow within

each four-hour time frame was identified. In addition, 24-hour tube counts were taken at various locations in the study area and the resulting data were monitored to confirm that the peak periods were accurate. The traffic volume adjustments cited in the CAJA proposal were not necessary because the DEIR schedule provided the opportunity to conduct summertime traffic counts instead of estimating the summer counts based on winter data, as was originally proposed.

**Response to Comment 23.57:** Manhattan Avenue in the downtown area was addressed in the DEIR as traffic counts were taken at the intersection of Manhattan Avenue and Manhattan Beach Boulevard, before and after traffic volumes are shown for Manhattan Avenue north and south of Manhattan Beach Boulevard, and traffic conditions are evaluated for the Manhattan Avenue/Manhattan Beach Boulevard intersection. The DEIR indicated that the project would not have a significant impact at the intersection of Manhattan Avenue and Manhattan Beach Boulevard. Ocean Drive was not evaluated because it is not expected that a measurable volume of project-related traffic would use Ocean Drive as an access route. The intent of providing a right-turn lane on southbound Highland Avenue at 15<sup>th</sup> Street is to mitigate the significant impact identified at that intersection, not to redirect traffic to another street. If the proposed right-turn lane on Highland Avenue at 15<sup>th</sup> Street were to be implemented, it would result in the loss of approximately four or five parking spaces. The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses, and a review of the downtown parking inventory is outside of the scope of this project EIR.

**Response to Comment 23.58:** The DEIR indicates that the significant impact at the intersection of Highland Avenue and Manhattan Beach Boulevard, which would occur only for the summertime Sunday afternoon scenario, could potentially be mitigated by widening the roadway. It also indicates that such mitigation may not be acceptable. The Draft EIR recommended mitigation measures, which may or may not be acceptable, to demonstrate what roadway improvements would be required to reduce significant traffic impacts to less than significant levels. The Draft EIR is clear in identifying mitigation measures that may (or may not) be acceptable and/or could result in secondary impacts (i.e., loss of street parking or sidewalk amenities). This information is essential in the decision making process in that (1) the decision makers are well informed the project's impacts and (2) the decision makers understand the implications of approving or not approving the project or project alternatives with (or without) the respective mitigation measures. The Draft EIR clearly indicates all of the traffic impacts before and after mitigation. Therefore, for intersections for which mitigation measures are deemed unacceptable, or may result in undesirable secondary impacts, the impact that would be realized is identified in the Draft EIR under the 2005 Plus Project column (*see Tables 20, 21, and 22 on pages 154 through 156 of the Draft EIR*). For significantly impacted intersections, where the decision makers find the mitigation measure is unacceptable, or decide that the secondary impacts resulting from mitigation measures are greater than the benefit they would provide, a statement of overriding considerations would be required. In addition, since the project Traffic Analysis utilized conservative and "worst case" estimates for projecting future traffic conditions, it is acknowledged that some of significant impacts identified in the EIR may not be realized once the project is constructed. The analysis can only provide a reasonable and good faith "estimate" of what may occur as a result of the project. As such, some mitigation measures are provided with the caveat that they would be implemented only if actual impacts warrant their implementation. These

mitigation measures require secondary studies to determine the realized impact. In either case, the impact is identified in the Draft EIR, and, in the event the impact is realized, an effective mitigation measure will be provided. To further clarify this issue and to ensure secondary traffic assessments are implemented for significantly impacted intersections, the following mitigation will be incorporated into the Additions and Corrections Section of the Final EIR (*see Additions and Corrections, page II-11*):

*"The City Traffic Engineer shall conduct secondary "post-project" traffic assessments at the intersections of Highland Avenue & 13<sup>th</sup> Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or equivalent and effective measures shall be implemented."*

**Response to Comment 23.59:** The Draft EIR is not required to address the parking situation in the Downtown Manhattan Beach Commercial District. The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

**Response to Comment 23.60:** The City of Manhattan Beach Municipal Code does not specify the parking requirements for Civic Center Uses. The Draft EIR utilized the parking demand assessment that was presented in the Manhattan Beach Public Safety Facility Review, City of Manhattan Beach and Leach Mounce Architects, July 6, 1995.

Parking Lot 5 was discussed and adequately accounted for in the parking availability impact analysis in the Draft EIR (*see Draft EIR page 124*). Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. The Downtown Vehicle Parking District which the commentor is referring to is a City Policy to provide merchants within the Downtown Business District the option of purchasing quarterly parking passes. These parking passes permit employees to park in designated public parking lots without feeding the meters. Currently there are 38 permits for the lot. Since on average approximately only one-half of the permit holders occupy the lot at any one time, there are additional spaces that are available for general use by the public. Of these 38 permits only 2 are required off-site parking spaces. The City has the authority to modify or stop the merchant parking program at its sole discretion. There are no vested rights to merchants or any other individuals to park in City owned parking lots. With regard to the loss of these parking spaces, it is expected that these spaces

can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 101 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

**Response to Comment 23.61:** Drop off parking for the library will be from within the Civic Center surface parking lot. This comment will be forwarded to the decision makers for their consideration.

**Response to Comment 23.62:** The proposed site plan will be reviewed and approved by the Community Development Department prior to construction. All applicable laws and regulation will be required to be complied with, including those associated with the American's with Disabilities Act (ADA). Such requirements are established through law and will be required to be implemented accordingly.

**Response to Comment 23.63:** This comment is acknowledged. The following reference citation will be included to revise page 234 of the Draft EIR in the Additions and Corrections Section of the Final EIR.

"Meyer Mohaddes Associates., Inc., City of Manhattan Beach, Downtown Manhattan Beach Parking Management Plan Report, February, 1998."

**Response to Comment 23.64:** The comment asserts that the land use analysis presented in the Draft EIR is flawed, but it does not give any further reference to direct further investigation. The commentor also asserts that public records providing details about the land uses was not provided. The City of Manhattan Beach Zoning Code, Local Coastal Program and General Plan documents are publicly available at the public counter. The Zoning Code has been posted on the City's internet site since the date of the NOP. The DEIR indicates that the Metlox project would be provided with more parking spaces than that which would be required to satisfy the demands of the proposed on-site land uses. The excess parking supply is intended to be available for general public use and would, therefore, help to satisfy the parking demands in the downtown area and protect the surrounding residential neighborhoods from being significantly impacts by downtown parking demands. There is no expectation or requirement that a proposed development project such as Metlox would be responsible for supplying parking for existing businesses in the surrounding area as long as the project itself does not result in a significant parking impact. The Downtown Parking Management Report evaluates the parking within the downtown as a whole, while the Metlox EIR evaluates the parking required for the project itself. Although this previous report provides valuable information regarding downtown parking and the overall management of the parking, the purpose of the Metlox Project is not to provide a solution to all of the Downtown Commercial District. As the site would be provided with a sufficient number of spaces to satisfy the project's parking demand, additional parking-related mitigation is not required.

**Response to Comment 23.65:** Parking demands associated with the beach or the Pier Roadhouse are not a part of the proposed project. It is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. The project will provide adequate on-site

parking to meet the demands of the proposed uses, plus provide Downtown Overflow parking. Thus, the project will not contribute to any existing parking problems in the surrounding area.

**Response to Comment 23.66:** The Draft EIR provides a mitigation measure that "Valet parking operations should be considered during peak demand times, as needed. Valet parking operations should utilize tandem parking methods within the parking garage(s) to increase parking availability for the project site." Such valet operations would further reduce parking demands as more vehicles could be parked in tandem at the Metlox site.

**Response to Comment 23.67:** As stated previously it is not the responsibility of the proposed project to solve the parking problems for the Downtown District. The project will provide adequate on-site parking to meet the demands of the proposed uses. Thus, the project will not contribute to any existing parking problems in the surrounding area.

**Response to Comment 23.68:** Policy 3.1 of the General Plan is a directive to the City to conduct annual review of on-street parking conditions in neighborhoods adjacent to commercial areas. This annual review is not associated or required by individual projects. In addition, the project's parking demands would not have a significant impact on the adjacent residential neighborhoods because the project will accommodate the projected peak parking demands of the proposed project within on-site surface and subterranean parking areas. The spillover parking into adjacent neighborhoods that the commentor is referring to is not considered a project impact because (1) it is an existing condition that already occurs without the proposed project's presence, and (2) will not be exacerbated by the project because the project will provide adequate parking to serve the projects demands. If anything, the adjacent neighborhoods will likely experience fewer spillover parking occurrences because the project will provide surplus parking that will serve other uses in the downtown area through a shared parking program.

**Response to Comment 23.69:** The Draft EIR parking analysis is thorough in explaining the parking situation on site, including the current and future status of Lot M and Lot 5. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment 23.70:** As discussed on page 90 of the Draft EIR, the City Council approved a Use Permit and Coastal Development Permit to permit temporary parking on the Metlox site. The current use of these spaces is available to the general public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was explicitly approved as a temporary use only, and was not intended, nor approved to ever be utilized as a permanent parking area. Specifically, the temporary permit stated that: "The Use Permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore, the loss of these parking spaces is not considered a project impact.

Previous parking studies within the Downtown Business District were reviewed in the preparation of the Draft EIR as they included relevant information regarding the existing parking inventory on the project

site. Specifically the Downtown Manhattan Beach Parking Management Plan Report was referenced. An official reference will be added to the Additions and Corrections Section of the Final EIR.

Parking Lot 5 was discussed and adequately accounted for in the parking availability impact analysis in the Draft EIR (*see Draft EIR page 124*). Although the Draft EIR states that there are 40 parking spaces in Lot 5, there are actually only 35 spaces. The Downtown Vehicle Parking District which the commentor is referring to is a City Policy to provide merchants within the Downtown Business District the option of purchasing quarterly parking passes. These parking passes permit employees to park in designated public parking lots without feeding the meters. Currently there are 38 permits for the lot. Since on average approximately only one-half of the permit holders occupy the lot at any one time, there are additional spaces that are available for general use by the public. Of these 38 permits only 2 are required off-site parking spaces. The City has the authority to modify or stop the merchant parking program at its sole discretion. There are no vested rights to merchants or any other individuals to park in City owned parking lots. With regard to the loss of these parking spaces, it is expected that these spaces can easily be replaced within the proposed Civic Center/Metlox parking lots. The proposed parking for the Civic Center/Metlox project will include a surplus over their peak demand hours of approximately 101 spaces (*see Draft EIR page 158*). Therefore, the proposed parking plan will be able to accommodate the parking demands of the project's uses, as well as provide replacement parking for the 35 spaces lost from the removal of Lot 5, including those that are utilized as part of the merchant parking program.

**Response to Comment 23.71:** Summer traffic counts were conducted between July 13<sup>th</sup> and July 16<sup>th</sup>, 2000. Traffic counts taken on these days represent typical warm summer days and are representative of summer traffic conditions. These dates occur after the July 4<sup>th</sup> Weekend when beach crowds are expected to be at an "average high", not an all time high. The intent of collecting baseline data for the summer time period is to obtain a representative sample of an average summer day, not the lowest or the highest peak visitor days. Thus, the sample taken best represents the summer traffic conditions for purposes of this analysis.

**Response to Comment 23.72:** The parking study in the Draft EIR addresses the parking impacts of the proposed project, not the Downtown District. While it is recognized that the existing and proposed parking spaces on the project are shared with the general Downtown market area, the goal of the project is not to provide as much parking as possible. The availability of parking in the Downtown District is affected by a number of factors including the uses on the project site, the Downtown market, and beach visitors. The community has argued that they do not want to create a destination venue that will attract additional visitors from outlying communities. In keeping with the goal to provide a low scale community oriented commercial development, the project seeks to provide enough parking to accommodate the anticipated parking demands of the project as well as provide some surplus parking to accommodate the Downtown District. Any additional parking beyond what has been proposed would attract additional beach visitors and may result in a destination effect for the proposed project, attracting additional persons to the Downtown Manhattan Beach area.

**Response to Comment 23.73:** The DEIR traffic analysis is based on peak hour intersection counts that were taken in 1999 and 2000 as well as projections to the year 2005 for the scenarios with and without the proposed development. The project's impacts are evaluated based on a quantification of the project-related change that would occur at each study area intersection. The analysis does not rely on outdated traffic count data from the 1988 General Plan. The General Plan compares the traffic volumes for specific roadway links to the desirable capacity of the roadway and indicates the overall level of service for each roadway link. The DEIR traffic analysis, as a comparison, focuses on the impacts at the affected intersections and identifies potential mitigation measures for the locations that are shown to be significantly impacted by the project. This type of intersection analysis is considered standard practice for traffic impact studies because intersections are typically the constraining locations relative to traffic operations. Whereas General Plans typically address broader issues such as the overall number of through travel lanes on each primary street segment, project-specific traffic impact studies focus on more detailed issues such as the type of traffic control to be used at intersections, the need for turn lanes, and the need for other intersection enhancements.

**Response to Comment 23.74:** It is not required that this project-specific EIR document indicate how many annual reviews of the street system have been done since 1988. While the most recent city-wide traffic count program was conducted in 1993, the traffic counts for the DEIR were taken in 1999 and 2000. It is not required that this EIR track the annual increases in traffic volumes from 1988 to the present or make long-range traffic forecasts to the year 2020. The DEIR traffic study is based on year 2005 projections, which were estimated by assuming an annual growth factor of two percent (which is a high estimate based on annual growth trends in recent years). It is more appropriate to base the DEIR traffic analysis on actual 1999/2000 traffic counts rather than year 2000 forecasts that were made in 1988 in conjunction with the 1988 General Plan.

**Response to Comment 23.75:** The comment accurately points out that the City of Manhattan Beach is not in compliance with the Congestion Management Program (CMP) because the CMP debits associated with development projects in Manhattan Beach outweigh the CMP credits associated with transportation improvements that have been implemented. While the proposed project, if constructed, would add to the City's CMP debit ledger, this is an issue that the City must address independently of this EIR. There is no requirement that an EIR address the city-wide CMP credit/debit issues. The Draft EIR demonstrated that the proposed project would not result in a significant impact at any designated CMP intersection.

**Response to Comment 23.76:** The traffic counts for the Draft EIR were recently conducted in 1999/2000. This traffic count data was used to form the baseline or existing traffic conditions at the current time. As such, these actual counts render the projections of past studies irrelevant. While it is acknowledged that Sepulveda Boulevard currently experiences congested, over-capacity conditions, it would be unreasonable to expect these existing problems to be alleviated prior to approving any additional development within the City. The project's impacts at the two most-directly affected intersections on Sepulveda were evaluated in the DEIR (i.e., Sepulveda at Manhattan Beach Boulevard and Sepulveda at Marine Avenue), and a mitigation measure was identified for the intersection that was

shown to be significantly impacted by the project. The DEIR recommends that the project be responsible for contributing to the installation of dual left-turn lanes in the northbound and eastbound directions at the Sepulveda/Manhattan Beach Boulevard intersection.

**Response to Comment 23.77:** The DEIR indicates that the intersection of Manhattan Beach Boulevard and Morningside Drive would operate at an acceptable level of service without a traffic signal after project implementation, primarily because it has been proposed that Morningside would be converted to a one-way street in the northbound direction between Manhattan Beach Boulevard and 13<sup>th</sup> Street. A signal would not be warranted at the intersection of Valley Drive and 13<sup>th</sup> Street based on the traffic forecasts; however, it would be possible to install a signal at this location in the future if warranted based on actual traffic conditions. It is not the responsibility of this project to implement any traffic-related improvements that were recommended in previous planning studies such as the streetscape project. The issue of painting white lines at the blue tile crosswalks in the downtown area has been addressed by the City in the past and is not directly related to this project.

**Response to Comment 23.78:** It is beyond the scope of the proposed project to assess the cumulative impacts of regionally significant future project such as the LAX Master Plan. The LAX Master Plan is a regionally significant project that has the potential to impact traffic conditions on a regional scale. In comparison, the proposed project is a small project with localized impacts. As assessed in the Draft EIR, (see Draft EIR, page 158), it is estimated that the project would add at most five peak-hour trips to the Sepulveda Boulevard and Rosecrans Avenue intersection. Compared to regionally significant projects such as the LAX Master Plan, the traffic impacts of the proposed project would be considered "de minimus."

**Response to Comment 23.79:** The list of intersections that were evaluated in the DEIR was developed in response to the extensive public outreach program that was conducted at the beginning of the environmental documentation process, which included the mailing the Notice of Preparation to residents expressing interest in the project, and several publicly noticed town meetings. The intersections that were identified in the Draft EIR reflect the critical nodes in the street network that provides access to the project area. It is not necessary that every minor intersection in the project vicinity be evaluated (e.g., Morningside at 12<sup>th</sup> Street, Morningside at 13<sup>th</sup> Street, Valley Drive at 13<sup>th</sup> Street, Manhattan Beach Boulevard at Ocean Drive, the site access driveways, etc.) or that intersections be evaluated that would be only minimally affected by the project (e.g., Highland at Rosecrans, Sepulveda at 30<sup>th</sup> Street, Sepulveda at Rosecrans, Sepulveda at Valley and Ardmere, Rosecrans at Pacific, etc.). No significant project impacts would be anticipated at any of these intersections. Some of the intersections listed in this comment were, in fact, evaluated in the DEIR; i.e., Manhattan Beach Boulevard at Morningside Drive, Highland at 13<sup>th</sup> Street, Highland at 15<sup>th</sup> Street, and Highland at Marine. While, it is not the responsibility of this project to update the 1988 General Plan or the LCP, the City plans on initiating a comprehensive update to the General Plan this year. Traffic counts were conducted at peak times in July of 2000 for the weekday, Saturday, and Sunday scenarios. Pedestrian access is proposed in conjunction with the development of the project, including Valley Drive, 13<sup>th</sup> Street, Morningside Drive, and Manhattan Beach Boulevard and handicapped access would be included in the project design.



**Response to Comment 23.80:** The DEIR traffic analysis accounts for the effects of regional growth and the cumulative impacts of other proposed development projects in the area by applying a two percent annual growth rate to the existing traffic volumes. As this factor is higher than the average growth rate in traffic volumes that has historically been observed in Manhattan Beach, it adequately accounts for the cumulative impacts of regional growth and development. No specific significant development projects in the immediate project vicinity were identified. The DEIR traffic analysis is based on the projected baseline conditions for the year 2005. It is not required that this EIR evaluate the effects of a fully built out land use scenario for downtown Manhattan Beach or the possibility of building two units per lot in the City's residential areas. Nor is it necessary for this project-specific analysis to explicitly consider the long-range impacts of major development proposals throughout the South Bay such as the ones listed in Manhattan Beach, Hermosa Beach, Redondo Beach, Hawthorne, El Segundo, and Playa Vista as well as the planned future growth of LAX. These projects are beyond the sphere of influence evaluated in this project EIR, as the Metlox project does not have significant impacts within the areas covered by these major development projects. Further, the ambient growth factor accounts for any impacts these remote projects may have on study intersections. These issues would be more appropriately addressed in the context of a General Plan update and the various ongoing regional and sub-regional planning studies. It should also be noted that SCAG's comments on the Draft EIR indicate the proposed project is not regionally significant per Areawide Clearinghouse Criteria. (See Comment Letter No. 5 on page IV-15).

**Response to Comment 23.81:** This comment provides suggested alternatives that were not evaluated in the EIR and includes supplemental analysis with regard to parking impacts. Various footnotes and side notes following the data tables provided reiterating comments made previously in this comment letter. The authors of the Draft EIR disagree with the assumptions and information provided in Table 1 and 2 by the commentator. The findings and conclusions of a Parking Demand Analysis is discussed on page 158 of the Draft EIR. The parking demand analysis calculation worksheets are provided at the end of Traffic Impact Analysis which can be found in the Appendix to the Draft EIR.

**Response to Comment 23.82:** This footnote challenges the adequacy of public review and notice provided for the Draft EIR. The Draft EIR was noticed, distributed, and made available in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. The commentator is referred to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein, which acknowledges CEQA compliance with regard to noticing and public review.

**Response to Comment 23.83:** Thank you for your extensive comments on the Civic Center/Metlox Project Draft EIR. They are noted for the record and will be forwarded to the decision makers for their consideration.

## **Response to Comment Letter 24**

Sally Ph.D. Hayati  
Director Information Technology Department  
The Aerospace Corporation  
1535 Gates Avenue  
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**Response to Comment 24.1:** The existing conditions and levels of service for the intersections of Marine and Highland Avenue, Manhattan Beach Boulevard and Sepulveda Boulevard, Valley Drive and Blanche Road, and Marine Avenue and Sepulveda Boulevard were properly identified in Table 15 on page 128 of the Draft EIR.

**Response to Comment 24.2:** The DEIR indicates that the significant impact at the intersection of Highland Avenue and Manhattan Beach Boulevard, which would occur only for the summertime Sunday afternoon scenario, could potentially be mitigated by widening the roadway. It also indicates that such mitigation may not be feasible. To finalize this issue, the DEIR concludes that the proposed mitigation measure would not be implemented and instead states that this intersection would experience an unavoidable significant impact for the summer Sunday peak hour scenario. The Draft EIR indicates the acquisition of right of way property and the removal of existing amenities may be required to implement the mitigation measure to widen Highland Avenue at Manhattan Beach Boulevard. This measure does not imply the removal or acquisition of private property. The amenities referred to include on-street parking, sidewalk area, and decorative landscape/hardscape features within the sidewalk area.

**Response to Comment 24.3:** The Traffic Study and the Draft EIR clearly identify traffic impacts for three time periods; Winter Weekdays, Summer Weekdays, and Summer Weekends. The summer impacts are quantified and identified accordingly. The Draft EIR does not "Value" summer traffic impacts at 25%. Rather the Draft EIR merely noted that the summer traffic impacts occur on a seasonal basis and are not year round impacts. The seasonality of Manhattan Beach traffic conditions is an important characteristic inherent to the community and is accurately analyzed and appropriately discussed in the analysis.

**Response to Comment 24.4:** The commentator is incorrect. The CD Downtown Commercial District Height Limits are shown in Figure 23 of the Draft EIR following page 96.

**Response to Comment 24.5:** The potential neighborhood traffic impacts are discussed on page 157 of the Draft EIR.

**Response to Comment 24.6:** Comment noted. With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature as discussed below.

**Response to Comment Letter 25**

Richard Lewis  
2623 Laurel Avenue  
Manhattan Beach, CA 90266

**Response to Comment 25.1:** The City of Manhattan Beach does not have any established criteria for determining residential traffic impacts. The methodology employed for the Second Street/Aviation Boulevard Mixed Use Development project were based on City of Los Angeles criteria for purposes further explained in that separate project analysis. That methodology was not used in this analysis. The Civic Center/Metlox Draft EIR does not make reference to or in any way use the City of Los Angeles significance criteria for residential neighborhood traffic impacts. The project's traffic impacts are instead evaluated based on the incremental change in traffic conditions at key intersections in the study area that would be affected by the project. The discussion of neighborhood traffic impacts in the DEIR is qualitative and does not use a specific measurable criterion for assessing the impact. This discussion is presented on page 157 of the Draft EIR.

**Response to Comment 25.2:** The significance criteria cited in the DEIR for traffic impacts at an intersection are commonly used by numerous jurisdictions throughout Southern California. The philosophy associated with applying the significance criteria only to a level of service E or F and not to a less congested level of service is that it would not necessarily be appropriate to require a roadway improvement as a mitigation measure if the roadway/intersection were operating at an acceptable level, regardless of the traffic increase. For example, if an intersection were currently operating at 50 percent of its capacity and the project traffic caused the intersection to operate at 60 percent, 40 percent of the existing capacity would still be available. In this case, the 10 percent increase would not be considered significant and mitigation would not be required. However, if the intersection were currently operating at 90 percent of its theoretical capacity or greater, the location is already experiencing congestion and a 2 percent increase would be considered as a significant impact. Mitigation would, therefore, be recommended. This philosophy is based on the premise that it would not be appropriate or cost effective to expand the infrastructure until it is demonstrated that the existing infrastructure would be inadequate. It should be noted that the capacity and level of service values and the methodology used in the analysis are based on industry-accepted guidelines for traffic studies. This approach addresses the ability of the street network to accommodate the anticipated traffic volumes using technical standards and varying levels of congestion. No adjustments are made to address the tolerance of individual residents or particular neighborhoods for dealing emotionally with traffic issues, as such an approach would be difficult to quantify or evaluate. Manhattan Beach does not have its own unique policy or set of guidelines for evaluating traffic impacts.

With regard to the suggestion that Manhattan Beach should not be evaluated using typical standards for a metropolitan area, it should be noted that Manhattan Beach is a part of the Los Angeles metropolitan area and has traffic patterns and issues that are typical for urban/suburban communities. It would not be appropriate to use rural standards for the traffic analysis. It should also be noted that the level of service analysis for the intersections with stop signs reflects the use of a different intersection capacity value as compared to the signalized intersections.

While Sepulveda Boulevard does not provide direct access to the Metlox site, it does serve as a key arterial route through the study area, as the study area for the DEIR extends from the beach to Sepulveda Boulevard. In fact, two intersections along Sepulveda were evaluated in detail and one intersection (Sepulveda at Manhattan Beach Boulevard) was determined to be significantly impacted by the project. Sepulveda Boulevard at these key intersections is, therefore, a critical component of the traffic analysis and should be addressed in the DEIR.

**Response to Comment 25.3:** It is beyond the scope of the proposed project to assess the cumulative impacts of regionally significant future project such as the LAX Master Plan. The LAX Master Plan is a regionally significant project that has the potential to impact traffic conditions on a regional scale. In comparison, the proposed project is a small project with limited and localized impacts. As assessed in the Draft EIR, (see Draft EIR, page 158), it is estimated that the project would add at most five peak-hour trips to the Sepulveda Boulevard and Rosecrans Avenue intersection. Compared to a regionally significant project such as the LAX Master Plan, the traffic impacts of the proposed project would be considered "de minimus."

**Response to Comment 25.4:** The project vicinity already experiences a high degree of pedestrian/vehicle interface. The project has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13<sup>th</sup> Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

**Response to Comment 25.5:** The DEIR traffic analysis addresses the segment of Marine Avenue between Pacific Avenue and Sepulveda Boulevard, including an detailed evaluation of the Marine/Pacific/Ardmore and Marine/Sepulveda intersections, and concludes that the proposed development would not have a significant traffic impact at these locations based on the applicable significance criteria. The DEIR traffic analysis is based on traffic volume data that were collected in 1999 and 2000, which is more recent and more appropriate to use than the data cited in the Marine Avenue study, which was prepared in Spring of 1999. The focus of the Marine Avenue Neighborhood Study was to maintain the "feel" of the residential street, improve safety and enhance the aesthetic appearance of the street. While the Metlox development would result in a slight increase in traffic

volumes on Marine Avenue, the impacts would not be significant and mitigation would not be required. The proposed Metlox project would not result in any changes or inconsistencies relative to the conclusions and recommended actions from the Marine Avenue study.

The DEIR does not just address a few boundary roads and thoroughfares, but instead addresses 16 key intersections within the study area that were selected through an extensive program of public outreach, which included responses to the Notice of Preparation and a series of publicly noticed town meetings. Impacts at these intersections were quantified and mitigation measures were developed, where feasible, for the locations where the impacts were deemed to be significant. As the traffic analysis concluded that the local neighborhood residential streets would not be significantly impacted by the project, no associated mitigation measures for such areas would be required.

With regard to the issue of which intersections are operating within capacity, Table 15 and the text on page 125 of the DEIR indicate that three intersections are currently operating over capacity at LOS F during the winter weekday peak hours (Sepulveda at Marine, Sepulveda at Manhattan Beach Boulevard, and Ardmore at 2<sup>nd</sup> Street). Furthermore, the table indicates that two additional intersections (Marine at Highland and Highland at 15<sup>th</sup> Street) are operating near capacity at LOS E. In addition, several other intersections are shown to be operating at LOS E and F during the summer scenarios. So the DEIR does not attempt to downplay the fact that there are congested traffic conditions in the study area. The intersection levels of service cited in the DEIR are not ambiguous or vague, but are instead based on specific quantifiable volume/capacity ratios that were calculated for each intersection and each analysis scenario. The capacity values used for the unsignalized intersections were lower than those used for the signalized intersections to account for the differences in operational characteristics of the two types of intersections.

**Response to Comment 25.6:** The approach for the DEIR traffic analysis is to determine the impacts of the proposed project on a typical day of operation and the analysis focuses on the peak times of traffic activity. Since the proposed cultural arts center would typically be used at times other than the standard commuter peak period and since it would not be used on a daily basis, it would not be appropriate to add the traffic generated by the arts center into the standard traffic impact evaluation. The center would, of course, generate traffic on the occasions when functions were to be scheduled, but this is not a daily occurrence and is not a necessary component of the traffic analysis.

**Response to Comment 25.7:** The Draft EIR was prepared in coordination and consultation with the Manhattan Beach Police Department and the Manhattan Beach Fire Department. The assessment that the proposed project will prove beneficial to public services is a result of the Civic Center Public Safety Facility that is proposed to be built as part of this project. Both the MBPD and MBFD provided their review of the Draft EIR to assess their impacts. Please refer to Comment Letters No. 8 and 9.

**Response to Comment Letter 26**

James Lissner  
2715 El Oeste Drive  
Hermosa Beach, CA 90254

**Response to Comment 26.1:** To determine the extent of the geographical area and to identify the specific intersections to be addressed in a traffic impact analysis, the analyst begins at the critical intersections in the immediate vicinity of the project site then incrementally broadens the perimeter of the study area until a point is reached at which it becomes clear that the project would not have a significant impact. This approach is used because there is an inverse relationship between the distance an intersection is located from the project site and the relative impact of the project. For the Metlox study, it was determined that the intersections to the south of the project beyond 1<sup>st</sup> and 2<sup>nd</sup> Streets would not be affected to a level that would justify a detailed traffic analysis based on the project-generated traffic volumes and the anticipated geographical distribution of project-generated traffic. This approach is supported by the fact that the intersections of Highland at 1<sup>st</sup> and Ardmore at 2<sup>nd</sup> were shown not to be significantly impacted by the project. If these intersections would not be significantly impacted, then it was determined that locations farther away from the project site that would experience less project traffic would likewise not be significantly impacted.

**Response to Comment Letter 27**

Richard Magnuson  
510 17<sup>th</sup> Street  
Manhattan Beach, CA 90266  
rmarchitect@email.mns.com

**Response to Comment 27.1:** The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses.

It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended a mitigation measure for the City to consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

*"Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only."*

**Response to Comment 27.2:** Truck traffic associated with construction of the project would be subject to the existing truck route laws, which state that trucks must remain on designated truck routes while traveling to and from a particular location and can only use roadways that are not on the designated truck route system if the roads are on the most direct or shortest route between the site and the nearest truck route. This restriction requires that trucks use Manhattan Beach Boulevard while traveling between the site and Sepulveda Boulevard.

As part of the entitlement process, the project Applicant and the City of Manhattan Beach will be required to submit construction plans that address parking plans for construction workers and haul route plans to the Department of Public Works. As previously indicated in Response to Comment 10.11 the following mitigation measure will be incorporated into the Additions and Corrections Section of the Final EIR (*see Section II., Additions and Corrections, page II-11*).



*"The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site."*

All construction activities will be required to comply with all applicable rules and regulations of the City of Manhattan Beach Municipal Code, including time of day and weekend restrictions per code requirements.

**Response to Comment 27.3:** Comment noted.

**Response to Comment Letter 28**

Paul R. Milkus

pmtm@earthlink.com

**Response to Comment 28.1:** This comment is noted for the record and will be forwarded to the decision makers for their consideration. While the commentor believes the Draft EIR underestimates project impacts on parking and traffic, the authors of this report disagree. The Draft EIR and Traffic Analysis present a thorough and comprehensive analysis with regard to these issues. The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity.<sup>3</sup> The traffic-generating characteristics of land uses similar to the proposed project have been surveyed and documented in many studies by the Institute of Transportation Engineers (ITE). The most current information on office, retail, restaurant, bed & breakfast, and day spa trip generation is contained in the 6<sup>th</sup> Edition of ITE's Trip Generation handbook. The hourly parking accumulation assumptions for the proposed project's component uses were taken directly from the "Shared Parking" publication by the Urban Land Institute (ULI),<sup>4</sup> which documents shared parking research conducted across the country. The parking analysis assumptions and initial seasonal parking calculations are included in Appendix C to this Draft EIR.

**Response to Comment 28.2:** The Draft EIR and Traffic Study did not assume traffic impacts would be confined to the study intersections. Crain & Associates, in conjunction with the City of Manhattan Beach traffic engineering consultant, CAJA staff, and input provided by individuals during the public scoping process, identified a total of 16 study intersections in the vicinity of the project site to be analyzed with regard to the potential traffic impacts of the proposed project. These 16 study intersections represent a sampling of the most direct routes into and out of the project area. As such they are expected to be most directly impacted by project-related traffic and represent the traffic impacts of the proposed project. With regard to the project traffic volumes distribution percentages are provided in Figure 27 on page 132 of the Draft EIR. The intersection of Manhattan Beach Boulevard & Morningside Drive was identified as one of the study intersections and was analyzed in the Draft EIR.

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<sup>3</sup> *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*

<sup>4</sup> *Shared Parking, Urban Land Institute, Washington D.C., 1983.*

**Response to Comment 28.3:** Comment noted. Neighborhood traffic impacts were discussed in the Draft EIR on page 157. As stated in the Draft EIR, the assessment of neighborhood "cut through" traffic was not based on the assumption that residents were "not capable" of finding a shortcut to the project site by finding alternate routes through the residential neighborhood. Rather, the analysis was predicated on the fact that "cut through traffic would not benefit from cutting through the residential neighborhood east of Ardmore Avenue." As a result of the existing roadway configurations (12th Street, 13th Street, and 14th Street do not provide access to the project site) a direct route to the project site is not available to vehicles who cut through the residential neighborhood. Vehicles traveling westbound on 12th Street, 13th Street, or 14th Street are required to turn right (northbound) on Ardmore Avenue which is a one way northbound street to 15th Street. Then, to access the site vehicles would be required to turn west on 15th Street or make a u-turn on Valley Drive. As a result, for drivers who are familiar with the street system, this would not be an attractive route to the project site because of the additional turns and redirections that are required to access the site.

**Response to Comment Letter 29**

Mary Morigaki

Mary.baldwintravel@wspan.com

**Response to Comment 29.1:** This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment Letter 30**

Phillip Reardon  
1412 Laurel Avenue  
Manhattan Beach CA 90266

**Response to Comment 30.1:** Comment noted.

**Response to Comment 30.2:** The reference to 57,00 square feet is in regard to the total square footage of the Public Safety Facility. There is no reference to building footprint anywhere on the page.

**Response to Comment 30.3:** The purpose of the discussion on page 15 of the Draft EIR is to present a summary statement of the areas of controversy. The significance criteria for defining a significant traffic impact is defined in Section V.F., of the Draft EIR. See page 145.

**Response to Comment 30.4:** Highland Avenue is not intended to be widened at 13<sup>th</sup> Street. To mitigate the impacts at this intersection, the DEIR suggests several options, including installation of a traffic signal, restricting left turns from southbound Highland to eastbound 13<sup>th</sup> Street, or converting 13<sup>th</sup> Street to a one-way street in the eastbound direction. On southbound Highland Avenue at 13<sup>th</sup> Street there is only one lane, which is a combination through/left-turn lane. There are no right turns because 13<sup>th</sup> Street west of Highland is a walk street. On southbound Highland Avenue at Manhattan Beach Boulevard there is a left-turn lane and a combination through/right-turn lane. No additional lanes are proposed in the DEIR at either of these intersections.

**Response to Comment Letter 31**

Bruce & Loretta Summers  
333 11<sup>th</sup> Street  
Manhattan Beach CA 90266

**Response to Comment 31.1:** This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment 31.2:** The recommended traffic mitigation measures are aimed at reducing traffic impacts. The Draft EIR acknowledges that secondary impacts of implementing these measures and notes that such measures may be implemented at the discretion of the decision makers after considering the secondary impacts (i.e., loss of street parking, sidewalk space, hardscape amenities etc.). This comment is noted for the record and will be forwarded to the decision makers for their consideration.

**Response to Comment Letter 32**

Dottie and Ed Taylor  
205 15<sup>th</sup> Street  
Manhattan Beach, CA 90266  
Beetle98mb@yahoo.com

**Response to Comment 32.1:** Comment noted.

**Response to Comment 32.2:** This comment is noted for the record and will be forwarded to the decision makers for their consideration.

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**Response to Comment Letter 33**

William Victor  
P.O. Box 24A72  
Los Angeles, CA 90024

**Response to Comment 33.1:** This is the only letter received from William Victor. This letter and all of the other comment letters herein are a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment 33.2:** This comment is not directed towards the EIR or adequacy of environmental review. No response is required.

**Response to Comment 33.3:** This comment is not directed towards the EIR or adequacy of environmental review. This letter and all of the other comment letters herein are a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment 33.4:** This comment is not directed towards the EIR or adequacy of environmental review for this project. No response is required.

**Response to Comment 33.5:** CEQA does not require the Draft EIR to be copied and distributed to any individual who requests it. Rather, CEQA Guidelines require the EIR be made available for public review. The Draft EIR and Appendices, including all of the CMA calculation worksheets of the Traffic Impact Analysis were made available for public review at the City of Manhattan Beach Community Development Department, and the Public Library. The Draft EIR was also posted on the City of Manhattan Beach's official website. The Draft EIR was noticed, distributed, and made available in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein.

**Response to Comment 33.6:** Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment.

Based on the characteristics of the proposed project and preliminary consultation with the economic analysts, the environmental consultants and City Planning Staff concluded the economic impacts of the proposed project would not be significant enough to induce substantial physical environmental changes to



the Downtown area. Notwithstanding this determination, the City decided to pursue a project specific economic report, separately and outside of the scope of the EIR to satisfy the public interest and provide additional information to the decision makers. This analysis is available for review at the City of Manhattan Beach's Community Development counter and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

The 45-day review period was provided in accordance with CEQA statute and Guidelines.

**Response to Comment 33.7:** Consistency with the Coastal Act requirements and the Local Coastal Program (LCP) is discussed in Section V.C., Land Use, beginning on page 89 of the Draft EIR. Additional analysis was provided in response to the California Coastal Commissions Comments provided in Comment Letter 2. This analysis did not reveal any significant impacts with regard to the project's consistency with the LCP or any of other CCC policy. With regard to the project's consistency with the LCP Policies 1.A.2., and 1.A.1 (access to coastal resources) no public roads or accessways will be blocked by the proposed project. Rather, the project proposes to dedicate a 13<sup>th</sup> Street extension through the property to provide through access between Morningside Drive and Valley Drive. This improvement is expected to improve traffic circulation on the surrounding roadways. In addition, several access driveways for the proposed parking structures are proposed to facilitate ingress and egress to the site and to provide efficient traffic flow through the area. As such the project is consistent with these policies. (See Table IV-1 on page IV-8).

**Response to Comment 33.8:** It would be infeasible to analyze every intersection in the City of Manhattan Beach within the scope of the Traffic Impact Analysis for the proposed project. Therefore representative intersections are selected to best represent traffic impact on the entire roadway system. The project's traffic analysis analyzed 16 study intersections, one of which was intersection of Manhattan Beach Boulevard and Manhattan Drive. The intersection of Manhattan Beach Boulevard and Ocean drive was not included as a study intersection because it does not directly access the project site and would not be a highly traveled route to the project site. Since Ocean Drive runs parallel and closest to the Beach, traffic volumes from the west are limited to residents of that immediate area and from vehicles traveling from the south. The project's impact to the Ocean Avenue/Manhattan Beach Boulevard intersection would be less than that anticipated for the Manhattan Beach Boulevard/Manhattan Avenue intersection because: (1) it is located farther away from the project site and (2) not all vehicles traveling on Ocean Drive are project-related trips.

**Response to Comment 33.9:** Actual summer traffic counts were taken during peak hours between July 13 and July 16, 2000. As discussed in the Draft EIR, the summer and winter weekday counts were conducted during the AM and PM peak-hour periods. Weekday counts were gathered manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Summer Saturday and Sunday counts were collected between 1 :00 PM and 5:00 PM on a typical summer weekend. Count personnel counted the number of

vehicles at each of the 16 study intersections making each possible turning movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. This method provides a "worst case" scenario, as it calculates the peak hour for each intersection independent of all other intersections.

**Response to Comment 33.10:** The project is has been designed and planned as a pedestrian oriented commercial development that will integrate the commercial uses of the Metlox site with the Civic Center through wide walkways and gathering plazas. The project also proposes increased building setbacks resulting in wider sidewalk areas along Manhattan Beach Boulevard. In addition, while it is expected that the project will increase pedestrian activity on site and within the Downtown Commercial District, some of the existing the pedestrian flow at Manhattan Beach and Morningside Drive, will be diverted to 13<sup>th</sup> Street, which is proposed to provide through access from Morningside Drive and Valley Drive. The additional traffic volumes would not significantly impact the existing conditions.

**Response to Comment 33.11:** The Traffic Study prepared for the project did not rely on any previous studies to establish the baseline (existing) traffic conditions. Winter Traffic counts were conducted in December 1999. Summer traffic counts were taken during peak hours between July 13 and July 16, 2000.

**Response to Comment 33.12:** As provided in the CEQA Guidelines (Section 15131) economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Additionally, CEQA provides that economic or social effects of a project shall not be treated as significant effects on the environment. The Economic Impact Report prepared for the proposed project is available for review at the City of Manhattan Beach's Community Development counter, Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment 33.13:** The proposed parking lots and subterranean parking garages will be constructed in accordance with all applicable laws and regulations, including the American's With Disabilities Act (ADA). The commentor is incorrect in summarizing the findings of the Parking Analysis. The proposed project provide enough parking for all of its employees and visitors on-site. Off site remote parking lot employee parking program was provided as a mitigation measure to further increase parking availability for a shared parking program with the remainder of the Commercial Downtown District. However, this program is not required to mitigate a significant impact.

**Response to Comment 33.14:** The proposed project is not designed or planned to serve as a regional draw venue. With the exception of the 40-room Bed and Breakfast Inn, all of the proposed uses are community serving uses aimed at attracting a local, not regional crowd. The issues referenced by the commentor (i.e., traffic, public safety, soil contamination, construction impacts) are addressed within the scope of the Draft EIR.

**Response to Comment 33.15:** Economic impacts and business competition are outside the scope of this EIR. However it should be noted that two of the project objectives include the following: (1) To keep new commercial development at a low-scale and architecturally compatible with the Downtown area; and (2) To provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses. Accordingly, it is not the intent of the project to economically overshadow the Downtown Business District. Rather it was anticipated from the onset that the proposed project would result in a beneficial economic impact on surrounding businesses because the project would provide an attractive low scale commercial project on an vacant property in a prominent location – at a major gateway to the Downtown District. Acknowledging numerous requests by interested individuals, the City retained Economics Research Associates (ERA) to conduct an economic analysis to determine the projects draw from surrounding businesses. This analysis is available for review at the City of Manhattan Beach's Community Development counter, Public Library, and is available to the public. While the Economic analysis is not a part of the Draft EIR, is a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment 33.16:** The Draft EIR was noticed, distributed, and made available in a timely manner and in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein.

**Response to Comment 33.17:** The proposed project's potential environmental impacts on water quality are addressed in Section V.G., Hydrology/Water Quality, beginning on page 161 of the Draft EIR. Potential project impacts upon sewer services and infrastructure were addressed in Section VI, General Impact Categories, Impacts Determined to be Less Than Significant. Visual Impacts were addressed in Section V.A. Aesthetics (Views). Consistency with the LCP was addressed in Section V.C., Land Use.

With regard to cumulative noise impact associated with the LAX Master Plan, the 65 CNEL dBA noise contour related to LAX operations terminates approximately 2.5 miles north of the area that may be affected by the proposed project. In addition, the preferred alternative of the LAX Master Plan does not entail adding, nor extending, any southern runways.

**Response to Comment 33.18:** The Draft EIR was noticed, distributed, and made available in a timely manner and in accordance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please refer to the Governor's Office of Planning and Research State Clearinghouse letter, identified as Comment Letter 1, herein. In addition, it should be noted for the record that the Draft EIR was posted on the City of Manhattan Beach's official website within three days from the beginning of the public review period.

**Response to Comment 33.19:** Mr. William Victor is on the project mailing list and will continue to be advised of future project-related public meetings. This letter and all of the other comment letters herein

are a part of the administrative record and will be forwarded to the decision makers for their consideration.

**Response to Comment Letter 34**

Marijo Walsh  
1315 17<sup>th</sup> Street  
Manhattan Beach, CA

**Response to Comment 34.1:** The proposed project would provide a sufficient number of spaces to satisfy the parking demands of the employees and customers of the on-site uses. There would also be some excess spaces that would be available to the general public to partially accommodate the overflow parking demands of nearby uses. This surplus of parking supply is anticipated to minimize the occurrence of parking intrusion in the surrounding residential neighborhoods. It is acknowledged, however, that if the on-site parking spaces are pay spaces, that some employees and customers would elect to seek free parking on the nearby unrestricted residential streets. For this reason, the Draft EIR recommended that the City consider establishing an employee parking program to alleviate parking impacts on the Downtown Commercial District as a mitigation measure. Please refer to page 160 of the Draft EIR (third bullet point). To ensure implementation of this mitigation measure, it will be rewritten in the Final EIR and Mitigation Monitoring and Reporting program as follows:

*"Employee parking programs shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only."*

**Response to Comment 34.2:** Traffic impacts at Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue intersections, which are more than one and ½ miles from the project site, were addressed in the Draft EIR with regard to whether a CMP analysis was required. The Traffic Study estimated that the project would add at most five peak-hour trips to either intersection. This is well below the 50-trip threshold which requires a CMP analysis to be prepared. Additionally, no more than 20 project peak-hour trips in one direction are expected to be added to any freeway mainline segment, which is significantly less than the 150-trip threshold. Therefore, no further CMP analysis was performed and impacts at these intersections would be less than significant.

**Response to Comment 34.3:** The project trip distribution patterns presented in the Draft EIR (*See Figure 27 on page 132*) are not inconsistent with the qualitative analysis that addressed neighborhood traffic impacts or "cut through traffic". The analysis does not state or imply that neighborhood streets will not be used in route to the proposed project site. Rather the analysis finds that for vehicles traveling to the site from distant locales on the major arterials, neighborhood "cut through" routes to not provide a more direct route to the proposed project site. As such, neighborhood "cut through routes" are not

attractive alternative routes in which to access the site. With regard to residents of the area traveling on the residential roadways, it is assumed that they already travel such routes on a day to day basis and would occur regardless of whether the project is approved.

The intersection of 15<sup>th</sup> Street and Valley Drive/Ardmore Avenue was analyzed with turning movements from all directions. A northbound trip on Ardmore Avenue making a left hand turn on 15<sup>th</sup> Street was included in the traffic impact modeling. Still, this intersection is not expected to be significantly impacted by the proposed project during any of the time periods that were analyzed.

**Response to Comment 34.4:** The intersection of 15th Street and Valley Drive/Ardmore Avenue was analyzed in the project traffic analysis. The existing and future without and with project level of service was presented in Tables 20 through 23 on pages 154 through 156 of the Draft EIR, respectively. As detailed in the project traffic analysis, this intersection is not expected to be significantly impacted by the proposed project during any of the time periods that were analyzed.

**Response to Comment 34.5:** It is acknowledged that the construction activities associated with the proposed project would result in temporary parking impacts because existing parking spaces would be displaced. As construction of the Metlox and Civic Center components would occur at different times, the parking impacts during construction would not be cumulative and the existing on-site parking spaces would not all be displaced simultaneously. Although details have not yet been developed, it is proposed that the construction activities would be phased such that the parking demands would be accommodated on site during construction. One method of achieving this objective would be to first construct about one-half of the proposed parking facility while maintaining the other half of the lot for parking. Then, while the second half of the parking facility is being constructed, the completed section would be made available for parking. This type of phased construction program could be used to accommodate the needs of the existing Civic Center, the merchants, and the construction workers' vehicles. While the total number of existing parking spaces would not be maintained, the program would minimize parking impacts in the surrounding areas. The loss of the existing parking spaces at the Metlox site is not considered to be a project impact because this is a temporary parking facility that is intended to be terminated within a year or two regardless of the status of the proposed project. In general, it is anticipated that the construction activities would result in adverse parking impacts, but the impacts would be minimized through the use of a phased construction program. As previously indicated in Response to Comment 10.11 the following mitigation measures will be incorporated into the Additions and Corrections Section of the Final EIR (*See Section II., Additions and Corrections, page II-10*).

*"Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking*

*areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site."*

**Response to Comment 34.6:** The vehicle trip generation for the outdoor dining areas are included in the 6,400 square feet of restaurant space.

**Response to Comment 34.7:** As explained in the Draft EIR, during summer months, retail uses generally experience a drop in patronage as compared to their peak November/December holiday usage.

**Response to Comment 34.8:** It is beyond the scope of this project to assess the supply and demand of parking availability at off-site locations in the Downtown Area. However, the project parking analysis acknowledges a shared parking program is implemented between the Civic Center and Metlox sites and the Downtown Commercial District. The project will provide adequate on-site parking to meet the demands of the proposed uses. Thus, the project will not contribute to any existing parking problems in the surrounding area. Rather, the proposed project will help to alleviate the parking problems by providing surplus parking and implementing a shared parking program with the Downtown Commercial District.

**Response to Comment 34.9:** The proposed mitigation measure at the intersection of Highland Avenue and 15<sup>th</sup> Street would eliminate parking on the west side of Highland Avenue north of 15<sup>th</sup> Street to create a southbound right-turn lane. It is not anticipated that the street would have to be widened except for the removal/redesign of the choker at the northwest corner of the intersection. Although design details have not yet been prepared, it is anticipated that approximately four or five parking spaces would be eliminated.

**Response to Comment 34.10:** With regard to shadow impacts, the shadows cast by the proposed structures are not expected to create significant shadow impact on adjacent residential uses. The nearest residential receptors are located to the east across Valley Drive, Ardmore Avenue and the elevated parking median, and to the north across 15<sup>th</sup> Street. Based on a building height of 30 feet, the maximum shadow length cast to the east would be 90 feet at 3:00 p.m. during the winter solstice (December 22). Since the distance between the residential homes and the project site is more than 100 feet, shadows from project structures would not be cast upon these residences. The maximum shadow length cast to the north would be 48 feet during the winter solstice at noon (December 22). Since the distance between the residential homes and the project site is approximately 50 feet (from curb to curb), shadows from project structures would not be cast on these structures. Therefore, shadow impact would be less than significant.

With regard to potential shade and shadow impacts, the following discussion has been incorporated into the Additions and Corrections Section of the Final EIR:

*"The proposed project will not impact any sensitive shadow receptors. Shadow impacts are normally considered significant if shadow sensitive uses are shaded by project structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. The nearest sensitive shade and shadow receptors to the proposed project site are residential structures along the east side of Ardmore Avenue and the north side of 15<sup>th</sup> Street. The residential structures along Ardmore are separated from the project site by Valley Drive, a raised median that is improved with a parking lot and landscaped parkway, and Ardmore Avenue. The total distance separating the project site from the residences on Ardmore Avenue (from property line to property line) is over 115 linear feet. These residential structures are topographically situated approximately 10 feet higher than the project site. The residential structures located on the north side of 15<sup>th</sup> Street are located over 100 feet away from the existing Fire and Police Station buildings.*

*With the exception of the Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. The longest shadow that could be cast from a 30 foot high structure would be approximately 91 feet in a eastward direction.<sup>5</sup> Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30 foot high structures would be less than significant.*

*The revised height of the proposed Lookout Tower is a maximum of 60 feet in height. Because the site plan is conceptual at this time and may include slight variations prior to final approval, the exact location of the Lookout Tower structure can not be determined and evaluated at this time. However, a shadow envelop can be assessed to ensure shadows are not cast on adjacent shadow sensitive uses between 9:00 a.m. and 3:00 p.m. on any day. Using the shadow characteristics discussed above, the maximum shadow lengths from a 60 foot structure would be approximately 182 feet during the Winter Solstice. To ensure shadows are not cast upon any shadow sensitive uses, the following mitigation measures will be incorporated into the Additions and Corrections Section of the Final EIR.*

- The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.*
- To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line. "*

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<sup>5</sup> *Based on the Winter Solstice (December 22) shadow multiplier of 3.03 times the height of the structure (Shadow bearing: 45 degrees East). City of Los Angeles Draft CEQA Thresholds Guide, Section L3 Shading, Exhibit L.3-1. 1995*



**Response to Comment 34.11:** The existing structures in the Downtown Commercial District along Morningside Drive and the project site are between 26 and 32 feet in height. Additionally, numerous other existing commercial and residential buildings in the downtown within several blocks of the project site are 2 to 4 stories, and 30 feet or more in height, including 316 13<sup>th</sup> Street, 321 12<sup>th</sup> Street, 505 Manhattan Beach Boulevard, 400 Manhattan Beach Boulevard, 228 Manhattan Beach Boulevard, 333 11<sup>th</sup> Street and 1035 Morningside Drive, 325 11<sup>th</sup> Street, and 1000 Highland Avenue. Excluding the Lookout Tower, the proposed height for the Metlox Development will not exceed 30 feet. Because the size and scale of the proposed development will be consistent with the existing structures within the 12<sup>th</sup> Street view corridor, the project was considered to be consistent with the adjacent built environment. In addition, as stated in the developers proposal to the City, the buildings on the Metlox block will be designed to respect and enhance the eclectic mix of architecture in downtown. Each building will be designed with its own look and feel so that the Metlox Block's buildings mirror the natural evolution of Downtown and reference Downtown's building history and heritage.

**Response to Comment 34.12:** As mentioned on page 180 under "Nuisance Noise Impacts", and illustrated in the Figure 5 "Conceptual Site Plan" on page 33 of the Draft EIR, the Town Square portion of the proposed project would be substantially enclosed by surrounding buildings. These buildings will effectively serve as a sound barrier, and can be expected to reduce sound levels by at least 10 dBA (Leq) at receptor areas located outside the venue.

In an effort to ensure that potential long-term operational noise impacts related to outdoor activities (mentioned above) that may occur at the Town Square venue are sufficiently addressed, the following additional mitigation measures have been prescribed:

- *"An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.*
- *The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.*
- *Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met."*

**Response to Comment 34.13:** With regard to the Lookout Tower feature proposed for the Metlox property, the project applicant has provided additional information to clarify this project feature. The revised description of the proposed Lookout Tower has been more clearly defined and limiting to include a structure that will be no larger than 20 by 20 feet at its base extending to a maximum height of 60 feet. A flag pole or similar architectural feature (i.e., weather vane) may extend above the 60 foot height, but shall not extend more than ten feet above the highest roof line of the tower structure. The intent of the

Lookout Tower is aimed at providing a signature architectural feature for the project in the form of a tower structure that will provide public views of the pier, beach, ocean and other local landmarks in the Downtown area. Although the preliminary architectural illustrations of the project depicted in the Draft EIR are not exact, the general aesthetic effect can be realized (*See Draft EIR, Figures 6, 7, 20 and 21 on pages 34, 37, 64, and 65*). As depicted in the illustrations, the Lookout Tower includes an open trellised patio cover element at the top of the structure. The trellised patio cover is considered a structural component of the Lookout Tower which will not exceed the proposed 60 foot height. Approval of a height variance or other discretionary application will still be required for the Lookout Tower. Additional mitigation measures have been incorporated into the Final EIR to clarify and limit the design and placement of this project feature.

The proposed Lookout Tower is not proposed or envisioned as an architectural element that will "compete" with the Manhattan Beach pier. While the feature will provide a unique architectural element to identify the Metlox site as the gateway into the Downtown District it will also provide public views of the pier, beach, ocean and other local landmarks in the Downtown area.

**Response to Comment 34.14:** The plans for the bed and breakfast use provided by the developer included a +/- 40 Room Bed and Breakfast style in with approximately 30,780 square feet. The scale of the bed and breakfast building does not appear inconsistent or disproportionate with the number of rooms proposed, given an average developed floor area of 780 square feet per room. This are would also be inclusive of lobby, hallways, and kitchen areas. Breakfast is the only meal that will be provided within this use. A full service restaurant is not envisioned or proposed as part of the bed and breakfast use. These comments are noted for the record and will be forwarded to the decision makers for their consideration.



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## V. MITIGATION MONITORING AND REPORTING PROGRAM

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### INTRODUCTION

This section reflects the mitigation monitoring and reporting program (MMRP) requirements of Public Resources Code section 21081.6. CEQA Guidelines Section 15097 states:

*"... In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program."*

### ENFORCEMENT

In accordance with CEQA, the primary responsibility for making determinations with respect to potential environmental effects rests with the lead agency rather than the Monitor or preparer of the EIR. As such, the City of Manhattan Beach, Community Development Department is identified as the enforcement agency for this Mitigation Monitoring and Reporting Program.

### PROGRAM MODIFICATION

After review and approval by the lead agency, minor changes to the MMRP are permitted but can only be made by the Applicant with the approval of the Director of the Community Development Department. No deviations from this program will be permitted unless the MMRP continues to satisfy the requirements of Section 21081.6 of the California Environmental Quality Act (CEQA), as determined by the Lead Agency.

## MITIGATION MONITORING AND REPORTING PROGRAM

The organization of the MMRP follows the subsection formatting style as presented within Section V, Environmental Impact Analysis, of the Draft EIR. Subsections of all of the environmental chapters presented in the Draft EIR are provided below in subsections A through H, respectively. For issue areas where no mitigation measures were recommended, the MMRP is noted accordingly. Where mitigation measures are provided, they have been numbered sequentially, beginning at number 1 within each respective subsection. For example mitigation measures recommended in Section V.A, Aesthetics of the Draft EIR are identified herein as Mitigation Measures A-1, A-2, A-3, etc. Immediately following each mitigation measure, the Implementation Phase, Monitoring Phase, and Enforcement Agency is identified. All departmental references are assumed to be that of the City of Manhattan Beach unless otherwise noted.

### A. AESTHETICS/VIEWS

The project shall be developed in conformance with the following City of Manhattan Beach Downtown Design Guidelines:

1. Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities. Landscaping should be designed to enhance and accentuate the architecture of the development.

**Implementation Phase:**

Pre-Construction, Construction

**Monitoring Phase:**

Plan Check Approval, Certificate of Occupancy

**Enforcement Agency:**

Community Development Department

2. Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.

**Implementation Phase:**

Pre-Construction, Construction

**Monitoring Phase:**

Plan Check Approval, Certificate of Occupancy

**Enforcement Agency:**

Community Development Department

3. Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties.

<b>Implementation Phase:</b>	Pre-Construction, Construction
<b>Monitoring Phase:</b>	Plan Check Approval, Certificate of Occupancy
<b>Enforcement Agency:</b>	Community Development Department, Police Department

4. The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flag pole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roof line of the proposed structure.

<b>Implementation Phase:</b>	Pre-Construction, Construction
<b>Monitoring Phase:</b>	Plan Check Approval, Certificate of Occupancy
<b>Enforcement Agency:</b>	Community Development Department

5. To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.

<b>Implementation Phase:</b>	Plan Approval, Construction
<b>Monitoring Phase:</b>	Plan Check Approval, Certificate of Occupancy
<b>Enforcement Agency:</b>	Community Development Department

## **B. Air Quality**

1. The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.

<b>Implementation Phase:</b>	Construction
<b>Monitoring Phase:</b>	Construction
<b>Enforcement Agency:</b>	Building and Safety Division

2. Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.

**Implementation Phase:** Construction  
**Monitoring Phase:** Construction  
**Enforcement Agency:** Building and Safety Division

3. All haul trucks shall either be covered or maintained with two feet of free board.

**Implementation Phase:** Construction  
**Monitoring Phase:** Construction  
**Enforcement Agency:** Building and Safety Division

4. All haul trucks shall have a capacity of no less than 14 cubic yards.

**Implementation Phase:** Construction  
**Monitoring Phase:** Construction  
**Enforcement Agency:** Building and Safety Division

5. All unpaved parking or staging areas shall be watered at least four times daily.

**Implementation Phase:** Construction  
**Monitoring Phase:** Construction  
**Enforcement Agency:** Building and Safety Division

6. Site access points shall be swept/washed within thirty minutes of visible dirt deposition.

**Implementation Phase:** Construction  
**Monitoring Phase:** Construction  
**Enforcement Agency:** Building and Safety Division

7. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.

**Implementation Phase:** Construction  
**Monitoring Phase:** Construction  
**Enforcement Agency:** Building and Safety Division

8. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.

<b>Implementation Phase:</b>	Construction
<b>Monitoring Phase:</b>	Construction
<b>Enforcement Agency:</b>	Building and Safety Division

9. Car-pooling for construction workers shall be encouraged.

<b>Implementation Phase:</b>	Construction
<b>Monitoring Phase:</b>	Construction
<b>Enforcement Agency:</b>	Building and Safety Division

#### C. LAND USE

With procurement of the necessary land use entitlements (i.e., either a Development Agreement or a Master Land Use Permit) land use impacts associated with the proposed project would be less than significant and no mitigation measures are required or recommended.

#### D. PUBLIC SAFETY

Although no significant impacts upon public safety (police services) have been identified, the following mitigation measures shall be implemented to further reduce the risk to public safety.

1. Prior to the issuance of building permits, project site plans should be subject to review by the MBPD and MBFD. All recommendations made by the MBPD and MBFD relative to public safety (e.g. emergency access) should be incorporated into conditions of project approval (i.e., Master Use Permit or Development Agreement).

<b>Implementation Phase:</b>	Pre-Construction
<b>Monitoring Phase:</b>	Plan Check Approval, Certificate of Occupancy
<b>Enforcement Agency:</b>	Police Department, Fire Department

2. Prior to the approval of the final site plan and issuance of each building permit, the project applicant shall submit plans to the MBPD for review and approval for the purpose of incorporating safety measures in the project design, including the concept of crime prevention through environmental design (i.e., building design, circulation, site planning, and lighting of



parking structure and parking areas). Design considerations should include an evaluation of electronic surveillance systems, emergency call boxes and lighting systems in addition to architectural elements that allow direct vertical and horizontal views outside of the structure.

<b>Implementation Phase:</b>	Pre-Construction
<b>Monitoring Phase:</b>	Plan Check Approval, Certificate of Occupancy
<b>Enforcement Agency:</b>	Police Department

3. The provision of an on-site valet attendant and/or patrol by private security officers during operation of the project shall be considered at peak parking demand times, as needed. This mitigation measure shall be incorporated into the conditions of project approval (i.e., Master Land Use Permit or Development Agreement) at the discretion of the City Council.

<b>Implementation Phase:</b>	Operation
<b>Monitoring Phase:</b>	Operation
<b>Enforcement Agency:</b>	Community Development Department, Police Department

#### **E. RISK OF UPSET**

Potential impacts associated with the release of potentially hazardous substances during demolition activities can be mitigated to a level of insignificance by the following mitigation measure:

1. Comprehensive surveys for asbestos containing materials (ACMs), lead based paint, and Poly Chlorinated Biphenyls (PCBs) shall be conducted by a registered environmental assessor for each existing on-site structure to be demolished or renovated under the proposed project. ACMs, lead based paint, or PCBs found in any structures shall be stabilized and/or removed and disposed of in accordance with applicable laws and regulations including, but not limited to, SCAQMD Rule 1403 and Cal OSHA requirements.

<b>Implementation Phase:</b>	Pre-Construction, Construction
<b>Monitoring Phase:</b>	Plan Check Approval, Construction
<b>Enforcement Agency:</b>	Building and Safety Division

2. If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. The

Department of Toxic Substances Control (DTSC) Voluntary Cleanup Program (VCP) should be contacted at (818) 551-2866 to provide the appropriate regulatory oversight.

<b>Implementation Phase:</b>	Construction
<b>Monitoring Phase:</b>	Construction
<b>Enforcement Agency:</b>	Building and Safety Division

## F. TRANSPORTATION AND CIRCULATION

### REQUIRED MITIGATION MEASURES

The following traffic-related mitigation measures are required to mitigate potentially significant project-related traffic impacts:

1. Prior to any construction activities, a Construction Plan shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.

<b>Implementation Phase:</b>	Pre-Construction, Construction
<b>Monitoring Phase:</b>	Plan Check Approval, Construction
<b>Enforcement Agency:</b>	Community Development Department, Public Works Department

2. Manhattan Beach Blvd. & Sepulveda Blvd. -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.

<b>Implementation Phase:</b>	Construction
<b>Monitoring Phase:</b>	Pre-Construction, Plan Check Approval
<b>Enforcement Agency:</b>	Community Development Department, Department of Public Works

3. Highland Avenue & 13th Street -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13th Street to a one-way eastbound scheme is another option.

**Implementation Phase:** Post-Occupancy  
**Monitoring Phase:** Project Approval, Post Occupancy  
**Enforcement Agency:** City Council, Community Development Department,  
Department of Public Works

4. Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.

**Implementation Phase:** Post-Occupancy  
**Monitoring Phase:** Post-Occupancy  
**Enforcement Agency:** City Council, Community Development Department,  
Department of Public Works

5. The City Traffic Engineer shall conduct secondary "post-project" traffic assessments at the intersections of Highland Avenue & 13th Street, and Manhattan Beach Boulevard & Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented.

**Implementation Phase:** Post-Occupancy, within 1 year of 80% Occupancy Rate  
**Monitoring Phase:** Post-Occupancy, within 1 year of 80% Occupancy Rate  
**Enforcement Agency:** Community Development Department, Department of Public Works,  
City Council

6. An employee parking program shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.

<b>Implementation Phase:</b>	Post Occupancy, On-going Project Operation
<b>Monitoring Phase:</b>	Post Occupancy, On-going Project Operation
<b>Enforcement Agency:</b>	Community Development Department

### **DISCRETIONARY CONDITIONS OF APPROVAL**

The City of Manhattan Beach area roadway system currently makes full use of the available rights-of-way. The streets are currently either fully utilized for either travel lanes, turn channelization, or on-street parking. In addition, the parkways also contain pedestrian and landscape resources that contribute to the aesthetic character of the Downtown Commercial District. A review of the locations which would have significant traffic impacts during one or more time periods shows that physically improving the roadways to provide additional traffic capacity would require the removal of other amenities (i.e., loss of street parking, sidewalk streetscape and landscape features). Because of these secondary impacts, implementation of the following mitigation measures are contingent and should be implemented at the discretion of the City Council.

7. Highland Avenue & 15<sup>th</sup> Street -Widen Highland Avenue north of 15<sup>th</sup> Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.

<b>Implementation Phase:</b>	Pre-Construction, Construction
<b>Monitoring Phase:</b>	Plan Check Approval
<b>Enforcement Agency:</b>	City Council, Community Development Department, Public Works Department

8. Highland Avenue and Manhattan Beach Boulevard -Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening may require the acquisition of additional right-of-way and the removal of existing amenities. This improvement would be subject to the approval of the City Council as it may not be feasible.

<b>Implementation Phase:</b>	Pre-Construction, Construction
<b>Monitoring Phase:</b>	Plan Check Approval
<b>Enforcement Agencies:</b>	City Council, Community Development Department, Department of Public Works

**RECOMMENDED MITIGATION MEASURES**

Although the proposed project will meet the shared parking demand anticipated for the planned development, the following parking mitigation measures are recommended to further increase parking availability on the project site, reduce traffic congestion, and to promote shared parking within the Downtown Commercial District:

9. Valet parking operations should be considered during peak demand times, as needed. Valet parking operations should utilize tandem parking methods within the parking garage(s) to increase parking availability for the project site.

**Implementation Phase:**

Post Occupancy, On-going Project Operation

**Monitoring Phase:**

Post Occupancy, Ongoing Project Operation

**Enforcement Agency:**

Community Development Department

**G. HYDROLOGY/WATER QUALITY**

The following mitigation measures would ensure water quality impacts would be less than significant:

1. The project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharge. Such compliance shall include submittal of a drainage plan to the City of Manhattan Beach Department of Public Works in accordance with the minimum applicable requirements set forth in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP).

**Implementation Phase:**

Pre-Construction, Construction

**Monitoring Phase:**

Pre-Construction, Plan Check Approval, Grading Permit Approval

**Enforcement Agency:**

Department of Public Works, Building and Safety Division

2. Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition to reducing runoff volumes, due to infiltration into the soil, landscaped areas may also filter some pollutants from stormwater, such as particulate matter and sediment.

**Implementation Phase:** Pre-Construction, Construction  
**Monitoring Phase:** Pre-Construction, Grading Permit Approval  
**Enforcement Agency:** Department of Public Works, Building and Safety Division

3. Commercial trash enclosures must be covered so that rainwater cannot enter the enclosure and the trash enclosure must be connected to the sanitary sewer system.

**Implementation Phase:** Pre-Construction, Construction  
**Monitoring Phase:** Plan Check Approval  
**Enforcement Agency:** Community Development Department, Department of Public Works

## H. NOISE

The following mitigation measures are recommended to reduce noise impacts during the construction phases of the proposed project:

1. Use noise control devices, such as equipment mufflers, enclosures, and barriers.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

2. Erect a temporary sound barrier of no less than six feet in height around the construction site perimeter before commencement of construction activity. This barrier shall remain in place throughout the construction period.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

3. Stage construction operations as far from noise sensitive uses as possible.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

4. Avoid residential areas when planning haul truck routes.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

5. Maintain all sound-reducing devices and restrictions throughout the construction period.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

6. When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

7. When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

8. Adjacent residents shall be given regular notification of major construction activities and their duration.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

9. A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

**Implementation Phase:** Construction  
**Monitoring Phase:** Plan Check Approval, Construction  
**Enforcement Agency:** Community Development Department, Building and Safety Division

10. An annual City permit in accordance with Chapter 4.20 of the MBMC shall be required prior to the installation/setup of any temporary, or permanent, PA or sound system.

**Implementation Phase:** Construction, Operation  
**Monitoring Phase:** Annual Permit Approval, On-Going Project Operation  
**Enforcement Agency:** Community Development Department

11. The maximum allowable sound level shall be in conformance with Chapter 5.48 of the MBMC.

**Implementation Phase:** Post-Occupancy  
**Monitoring Phase:** On-going Project Operation  
**Enforcement Agency:** Community Development Department, Police Department

12. Based on a review of construction documents prepared for the proposed project, a licensed acoustical engineer shall determine the type of construction materials for the Bed and Breakfast Inn (i.e., window, door, wall insulation material, weather-stripping, etc.) to ensure an interior noise level of no greater than 45 dBA (Leq) when sirens are in use. A Certificate of Occupancy shall not be issued for the proposed Inn until the 45 dBA (Leq) interior noise level performance standard, when sirens are in use, is met.

**Implementation Phase:** Pre-Construction  
**Monitoring Phase:** Plan Check Approval, Certificate of Occupancy  
**Enforcement Agency:** Community Development Department, Building and Safety Division



**CITY OF MANHATTAN BEACH  
CIVIC CENTER/METLOX DEVELOPMENT PROJECT**

**FINAL ENVIRONMENTAL IMPACT REPORT  
REVISIONS**

*State Clearinghouse No. 99121090*

*April 2001*

*Prepared for and by:*

**City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach CA, 90266**



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## I. INTRODUCTION - APRIL 17, 2001

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### REVISED EXECUTIVE SUMMARY

Table I-1 on page I-2 presents a revised executive summary of the project impacts, mitigation measures and impacts after mitigation. The purpose of these modifications is to clarify issues that were brought up after the Final EIR was complete, and during and after the Planning Commission public hearing on the Final EIR on February 28, 2001. These changes do not impact the statements or conclusions of the Draft or Final EIR and are provided for clarification purposes to ensure that potential impacts are mitigated as previously intended. The revisions are shown as underlined text.

**Table I-1**  
**Civic Center Metlox Development Project EIR**  
**Revised Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p><b>AESTHETICS</b></p> <p>Based on the size and scale of the proposed development (a density that is approximately 63% of the maximum allowable FAR for the CD Zone), a review of the architectural illustrations and conceptual site plan design, it appears that the proposed project would be compatible with the Downtown Design Guidelines. The structures proposed are within the same size and scale of adjacent commercial properties within the Downtown area along Morningside Drive and Manhattan Beach Boulevard. In addition, the Metlox Block concept envisioned for the project will complement the adjacent commercial structures in the Downtown area. To the extent that the Metlox development incorporates the general goals and recommendations of the Downtown Design Guidelines, aesthetic impacts would be less than significant.</p> <p>A total of 22 public views were identified and analyzed to determine the project potential to obstruct scenic or ocean views. Of the 22 public views analyzed, three vantage points were identified as providing ocean views (View 4, View 5, and View 7). Views 5 and 7 would remain unobstructed by the development as they are aligned with 13<sup>th</sup> Street. 13<sup>th</sup> Street is proposed to be made a through way street between Valley Drive and Morningside Drive, thus existing views through the project site would be retained. View 4, however, may become partially blocked by the proposed Lookout Tower structure. Because this view obstruction would only effect a portion of the existing view of the ocean, and ocean views would still be available from this</p>	<ol style="list-style-type: none"> <li>1. Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities. Landscaping should be designed to enhance and accentuate the architecture of the development.</li> <li>2. Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.</li> <li>3. Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties.</li> <li>4. The Lookout Tower shall not exceed a maximum of 60 feet in height as measured from the base of the structure to the top of any roof or trellis-type covering. A flagpole or similar architectural feature (i.e., weather vane) shall not extend any more than ten feet above the highest roofline of the proposed structure.</li> <li>5. To ensure shadows are not cast upon any shadow sensitive use during the hours of 9:00 a.m. and 3:00 p.m., the location of the Lookout Tower shall be located at least 182 feet away from any residential property line.</li> </ol>	<p>Project impacts on aesthetics and views would be less than significant before and after mitigation.</p>

Table I-1  
Civic Center Metlox Development Project EIR  
Revised Executive Summary

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>vantage, impacts were determined to be less than significant.</p> <p>With the exception of the proposed Lookout Tower, all of the proposed structures would be a maximum of 30 feet high. Given the distance between the project structures and any shadow sensitive uses and the distance of the project-related (not including the Lookout Tower) shadows, a shadow would not be cast on any shadow sensitive uses. Therefore, shadow impacts from any of the project's 30-foot high structures would be less than significant.</p> <p>The height of the proposed Lookout Tower is proposed at a maximum of 60 feet, excluding an architectural flagpole, which may extend an additional 10 feet above the top of the structure. To ensure adjacent residential uses are not significantly impacted, mitigation measures are recommended to limit the size and locale of the proposed Tower.</p>	<p>6. The Lookout Tower shall be approximately 20 by 20 feet at the base, with an open observation deck or other open area on the top level, to allow views through the top portion of the Tower, with a roof or trellis cover on top of the Tower.</p> <p>7. To protect the public view corridor down 12<sup>th</sup> Street, the Lookout Tower shall be located to the north or south of, and not in line with, the 12<sup>th</sup> Street view corridor.</p>	

**TRANSPORTATION / CIRCULATION**

The Project Traffic Study assessed project-related traffic impacts during three representative time periods out of the year: AM/PM peak hour winter weekdays; AM/PM peak hours summer weekdays; and Saturday/Sunday summer weekends. Project impacts for each of these time periods is summarized as follows:

**Winter Weekdays.** The proposed project would result in significant traffic impacts during winter weekdays at the following three intersections:

Highland Avenue and 15th Street (PM peak hour),

Highland Avenue and 13th Street (PM peak hour), and

Manhattan Beach Boulevard and Sepulveda Boulevard (PM peak hour).

During the winter months, the addition of project volumes would result in a level of service change at three additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not considered to be significant. The level of service will remain the same at all other study intersections during winter weekdays.

**Summer Weekdays.** During summer weekdays, the project would result in significant impacts at the following two intersections:

Highland Avenue and 15th Street (PM peak hour), and Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (AM & PM peak hours).

The addition of project volumes would also result in the level of service change at five additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not considered to be significant.

**REQUIRED MITIGATION**

1. Prior to any construction activities, a Construction Plan which shall include phasing of construction of the project, shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period, as well as provide parking for Civic Center visitors and construction workers. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.
2. Manhattan Beach Blvd. & Sepulveda Blvd. -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.
3. Highland Avenue & 13th Street -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In

With implementation of the mitigation measures, no unavoidable significant impacts would occur during the Winter Weekday time period. However, significant impacts are expected to remain at one intersection during summer weekdays (i.e., at Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue) and one intersection during summer Sundays (i.e., Manhattan Beach Boulevard at Highland Avenue). It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over ¾ (or approximately 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.



<p>Summer Weekends. During summer weekends the project would result in significant traffic impacts at the following four intersections:</p> <p>Highland Avenue and 15th Street (AM &amp; PM peak hours),</p> <p>Manhattan Beach Boulevard and Highland Avenue (PM peak hour),</p> <p>Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (PM peak hour), and</p> <p>Manhattan Beach Boulevard and Sepulveda Boulevard (AM &amp; PM peak hours).</p> <p>The addition of project volumes would also result in the level of service change at the following five additional intersections. However, the incremental change in the CMA value for those intersections is minimal and the impact is not considered to be significant.</p> <p>Neighborhood Traffic. No significant traffic impacts are expected on the neighborhood streets surrounding the project site. Alternative "cut-throat" routes in the immediate project vicinity east of the project site are confusing and do not provide an attractive or easier alternative to main travel routes. The neighborhood streets surrounding the project site to the east are located on terrain with multiple elevation changes and narrow roadways which do not facilitate a clear "cut through" path towards the project site.</p> <p>Regional Transportation System. Traffic impacts at the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue, fall well below the 50-trip threshold requiring an analysis. In addition, no more than 20 project peak-hour trips in one direction are expected to be added to any freeway mainline segment, which is significantly less than the 150-trip threshold</p>	<p>addition, the conversion of 13th Street to a one-way eastbound scheme is another option.</p> <p>4. Manhattan Beach Blvd. &amp; Valley Drive/Ardmore Ave. -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.</p> <p>5. The City Traffic Engineer shall conduct secondary "post-project" traffic assessments at the intersections of Highland Avenue &amp; 13th Street, and Manhattan Beach Boulevard &amp; Valley Drive/Ardmore Avenue to determine the actual traffic impacts of the proposed project. Should the results of this assessment verify significant impacts are realized, the mitigation measures recommended in the Draft EIR, or measures of equivalent effectiveness shall be implemented.</p> <p>6. An employee parking program shall be required for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options may include satellite parking programs and/or providing tandem parking stalls designated for employees only.</p> <p><b>DISCRETIONARY CONDITIONS OF APPROVAL</b></p> <p>7. Highland Avenue &amp; 15th Street -Widen Highland Avenue north of 15th Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.</p> <p>8. Highland Avenue and Manhattan Beach Boulevard -Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening requires the acquisition of additional right-of-way and the removal of existing amenities. This improvement would be subject to the approval of the City Council as it may not be feasible.</p>
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<p>requiring an analysis. Therefore, no further CMP analysis was performed.</p> <p>Parking Availability. Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking structures will serve both developments as well as provide additional parking for the downtown Manhattan Beach area. In total, at least 562 parking spaces will be provided on site, of which 446 would be available for use by the public.</p> <p>The shared parking analysis indicates that the project would produce a peak (maximum) parking demand of approximately 528 spaces at about 2:00 PM on "winter" weekdays. Peak summer weekday parking would occur at noon, but would be less at approximately 511 spaces. The 562 parking spaces proposed by the project will provide sufficient parking on-site to meet its expected maximum parking demands, even though it does not provide Code-required parking. Further, the site will provide an excess of 300 parking spaces available for public parking during the most critical time period for the area, Summer Weekends. No significant parking impacts are anticipated to occur with development of the project.</p>	<p><b>RECOMMENDED MITIGATION MEASURES</b></p> <p>9. Valet parking operations should be considered during peak demand times, as needed. Valet parking operations should utilize tandem parking methods within the parking garage(s) to increase parking availability for the project site.</p>	
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## II. ADDITIONS AND CORRECTIONS TO THE FINAL EIR

### APRIL 17, 2001

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The following additions and corrections are set forth to update the Draft EIR in response to the comments received during the public review. The purpose of these modifications is to clarify issues that were brought up after the Final EIR was complete, and during and after the Planning Commission public hearing on the Final EIR on February 28, 2001. These changes do not impact the statements or conclusions of the Draft or Final EIR and are provided for clarification purposes to ensure that potential impacts are mitigated as previously intended.

#### II. EXECUTIVE SUMMARY

**Page 18, Table 1, Civic Center Metlox Development Project EIR, Executive Summary**, this table shall be revised and amended as provided in Table 1 of this Final EIR (*see Section I., Introduction of the Final EIR*).

#### V. ENVIRONMENTAL IMPACT ANALYSIS

##### V.A. AESTHETICS/VIEWS

**Page 67, View No. 4**, revise the fourth sentence from the end, as shown with the underlined text, to read as follows:

“The Lookout Tower, which is proposed to be approximately 20 by 20 feet at its base extending up to 60 feet in height, with a top level that is an open observation deck, may be partially visible from this location to the right (or north) of 12<sup>th</sup> Street, though its visibility would likely be hindered by the palms that currently occur along the north side of 12<sup>th</sup> Street.”

**Page 69, View No. 10**, insert the following after the second sentence, to read as follows:

“Two monopoles for emergency communications are located on the Police and Fire facilities and visible from this location. If feasible, these poles could be removed and the antenna equipment incorporated into the design of the Lookout Tower, further enhancing public views. This specific feasibility analysis is beyond the scope of the EIR and will be evaluated during the plan review process.”

**Page 74, Mitigation Measures- Aesthetics-** add the following mitigation measures to ensure potential project-related public views are not significantly impacted:

- "The Lookout Tower shall be approximately 20 by 20 feet at the base, with an open observation deck or other open area on the top level, to allow views through the top portion of the Tower, with a roof or trellis cover on top of the Tower.
- To protect the public view corridor down 12<sup>th</sup> Street, the Lookout Tower shall be located to the north or south of, and not in line with, the 12<sup>th</sup> Street view corridor.

## V.F. TRANSPORTATION AND CIRCULATION

**Page 116, Existing Traffic Volumes**, add the following text as a new paragraph after the first full paragraph:

Although the study concludes that there will not be a significant impact to the intersection of Highland and Marine Avenues, the Planning Commission at their meeting on February 28, 2001 felt that the impacts to the next major intersection to the north, further beyond the location of the project, should be studied. In response to these concerns, the City's Traffic Engineer, Richard Garland, provided a subsequent analysis in April 2001, of the potential project impacts at the intersection of Highland and Rosecrans Avenues. This analysis was based on traffic counts that were taken in November 2000 for the El Segundo Power Redevelopment Project. The analysis concluded that the project would not result in a significant impact to the intersection.

**Page 160, Mitigation Measures**, revise the following mitigation measures, as shown with the underlined text, to be included in the list of traffic mitigation measures:

- "Prior to any construction activities, a Construction Plan, which shall include phasing of construction of the project, shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period, as well as provide parking for Civic Center visitors and construction workers. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site.
- The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.

## **VIII. ORGANIZATIONS AND INDIVIDUALS CONTRIBUTING TO THE EIR**

### **B. REFERENCES**

Page 234, add the following reference citation:

“Richard Garland, City of Manhattan Beach, Traffic Engineer, Metlox  
FEIR-Project Impacts at Highland/Rosecrans, April 3, 2001.”

CITY OF MANHATTAN BEACH  
MEMORANDUM

22

TO: Richard Thompson  
Laurie Jester

FROM: Richard Garland

RJ

DATE: April 3, 2001

SUBJECT: Metlox FEIR – Project Impacts at Highland/Rosecrans Intersection

I have analyzed the projected impacts of the proposed Metlox project at the intersection of Highland Avenue at Rosecrans Avenue, as summarized in the tables below. Table 1 quantifies the increase in traffic volumes at the intersection and Table 2 summarizes the project's impacts on the intersection's volume/capacity (V/C) ratios and levels of service. The impact analysis is based on traffic counts that were taken in November 2000.

Table 1 indicates that the project is expected to add approximately 5 northbound vehicles and 12 southbound vehicles to the intersection during the morning peak hour and 27 northbound vehicles and 19 southbound vehicles during the afternoon peak hour. As compared to the baseline traffic volumes, these project-related traffic increases would be negligible.

Table 2 shows the project's impacts on the intersection's V/C ratios and levels of service. While the intersection operates at level of service F (LOS F) during both the AM and PM peak hours, the project would not result in a significant impact according to the criteria outlined in the EIR because the increase in the volume/capacity ratio would be 0.004 in the morning and 0.019 in the afternoon. The EIR defines a significant impact as a project-related increase in the V/C ratio of 0.02 or greater at an intersection that operates at LOS E or F.

While traffic counts are not available for this intersection to establish the baseline levels of service for the summer weekday and weekend scenarios, the estimated project-related traffic increases would result in an increase in the V/C ratio of 0.004 for the weekday AM peak hour, 0.019 for the weekday PM peak hour, and 0.017 for the Saturday and Sunday peak hours. As these project-related impacts would all be less than the threshold of 0.020, the project would not result in a significant impact at the Highland/Rosecrans intersection.

**TABLE 1 – PROJECT IMPACT ON PEAK HOUR TRAFFIC VOLUMES**

Scenario	AM Peak Hour		PM Peak Hour	
	Northbound	Southbound	Northbound	Southbound
Existing	853	606	931	1369
Future Without Project	938	668	1024	1507
Project Traffic	5	12	27	19

**EXHIBIT**

D

Memo to Richard Thompson  
April 3, 2001  
Page 2

**TABLE 2 – PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE**

Scenario	V/C Ratio & Level of Service			Impact on V/C Ratio	Significant Impact
	Existing (2000)	Future 2005 Without Project	Future 2005 With Project		
AM Peak Hour	1.086 – F	1.195 – F	1.199 – F	0.004	No
PM Peak Hour	1.175 – F	1.292 – F	1.311 – F	0.019	No





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### III. COMMENT LETTERS

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#### PUBLIC AGENCIES

- |    |   |                   |
|----|---|-------------------|
| 1. | Governor's Office of Planning and Research, State Clearinghouse | November 28, 2000 |
| 2. | California Coastal Commission South Coast Area Office           | November 16, 2000 |
| 3. | California Department of Transportation (CALTRANS)              | November 15, 2000 |
| 4. | Department of Toxic Substances Control                          | October 25, 2000  |
| 5. | Southern California Association of Governments (SCAG)           | November 8, 2000  |
| 6. | County Sanitation Districts of Los Angeles County               | November 7, 2000  |
| 7. | City of Manhattan Beach Department of Public Works              | November 13, 2000 |
| 8. | City of Manhattan Beach Fire Department                         | November 22, 2000 |
| 9. | City of Manhattan Beach Police Department                       | November 22, 2000 |

#### ORGANIZATIONS

- |     |  |                   |
|-----|--|-------------------|
| 10. | Downtown Manhattan Beach Business & Professional Association | November 22, 2000 |
| 11. | Residents For A Quality City                                 | November 22, 2000 |
| 12. | Manhattan Beach Residents for a Small Town Downtown          | November 17, 2000 |

#### INDIVIDUALS

- |     |                             |                   |
|-----|-----------------------------|-------------------|
| 13. | Paul Aguilar                | November 7, 2000  |
| 14. | Jim Aldinger                | November 22, 2000 |
| 15. | Frank Beltz and Judy Kerner | No Date           |
| 16. | John A. & Roberta A. Brown  | October 25, 2000  |
| 17. | James C. Burton, et. al.    | November 21, 2000 |
| 18. | James C. Burton             | November 22, 2000 |
| 19. | Peggy Chase                 | November 21, 2000 |
| 20. | Jeri Deardon                | November 21, 2000 |
| 21. | Mike Dunitz                 | November 20, 2000 |
| 22. | Susan A. Enk                | November 21, 2000 |
| 23. | Harry A. Ford, Jr.          | November 19, 2000 |
| 24. | Sally Hayati, Ph.D.         | November 16, 2000 |
| 25. | Richard Lewis               | November 22, 2000 |
| 26. | James Lissner               | November 22, 2000 |
| 27. | Richard Magnuson            | November 19, 2000 |
| 28. | Paul R. Milkus              | November 21, 2000 |
| 29. | Mary Morigaki               | November 21, 2000 |

30.	Phillip Reardon	November 21, 2000
31.	Bruce & Loretta Summers	November 21, 2000
32.	Dottie and Ed Taylor	November 21, 2000
33.	William Victor	November 22, 2000
34.	Marijo Walsh	January 20, 2000
35.	Harry A. Ford, Jr.	November 19, 2000

22

Subj: Comments on Metlox EIR due by 11/22/2000  
Date: 11/19/2000  
To: metloxproject@ci.manhattan-beach.ca.us  
File: C:\Ford Documents\Harry's Documents\City of Manhattan Beach\Metlox EIR  
comments\MBPierAttend.xls (29184 bytes) DL Time (115200 bps): < 1 minute

Sunday, 11/22/2000

Dear Community Development Dept.

The Final EIR should include a documented analysis of how the City determined that the traffic counts were taken during peak periods, or that they were adjusted to reflect peak periods (refer to CAJA 7/14/99 proposal, page B-10). I had submitted a request for public records on 10/23/2000 to see the dates that the traffic counts were taken on Table 15, page 128 (3 categories). I did not get a response yet to my request for public records. Attached as an Excel file is information provided by the LA County Lifeguards on Beach attendance in the Pier area from 11/1/99 to 7/31/00 by day. The Final EIR should use this information to determine if they have established the peak traffic counts for all the various periods of the year. Based on the days I saw the counters out like the week of July 13th (a bad weather day) it does not appear that Peak counts were obtained. The map of the information plus other supporting details of this issue is included in my written comments will be submitted tomorrow. The proposed mitigation measures should include projected traffic counts to 2020, as suggested by Caltrans and consistent with what other cities are doing. The proposed traffic mitigation's should be revised based on including the peak traffic counts in the Final EIR.

35

Harry Ford  
54 Village Circle  
Manhattan Beach, CA 90266-7222

FEB 26 2001

Sunday, February 25, 2001 America Online: HarryFordManBch

## Manhattan Beach Pier Beach Attendance

Date	Attendance
11/1/1999	2500
11/2/1999	2000
11/3/1999	3000
11/4/1999	2500
11/5/1999	2900
11/6/1999	8000
11/7/1999	8000
11/8/1999	4000
11/9/1999	4000
11/10/1999	3000
11/11/1999	8000
11/12/1999	4000
11/13/1999	5000
11/14/1999	8000
11/15/1999	2500
11/16/1999	2000
11/17/1999	800
11/18/1999	2000
11/19/1999	2200
11/20/1999	4000
11/21/1999	3500
11/22/1999	1200
11/23/1999	2000
11/24/1999	3000
11/25/1999	3000
11/26/1999	8000
11/27/1999	6000
11/28/1999	8000
11/29/1999	2500
11/30/1999	2000
12/1/1999	1800
12/2/1999	1200
12/3/1999	1000
12/4/1999	5000
12/5/1999	5000
12/6/1999	1200
12/7/1999	1800
12/8/1999	2000
12/9/1999	2000
12/10/1999	1000
12/11/1999	2500
12/12/1999	3000
12/13/1999	1200
12/14/1999	1200
12/15/1999	2000
12/16/1999	2000
12/17/1999	2000
12/18/1999	4500
12/19/1999	4000
12/20/1999	2500

## Manhattan Beach Pier Beach Attendance

Date	Attendance
12/21/1999	2000
12/22/1999	2000
12/23/1999	2500
12/24/1999	5000
12/25/1999	10000
12/26/1999	15000
12/27/1999	5000
12/28/1999	5000
12/29/1999	3000
12/30/1999	2000
12/31/1999	3000
1/1/2000	14000
1/2/2000	4000
1/3/2000	1500
1/4/2000	2000
1/5/2000	2500
1/6/2000	2500
1/7/2000	1200
1/8/2000	7000
1/9/2000	5000
1/10/2000	2000
1/11/2000	2000
1/12/2000	1500
1/13/2000	2000
1/14/2000	1500
1/15/2000	5000
1/16/2000	2000
1/17/2000	1800
1/18/2000	2000
1/19/2000	2200
1/20/2000	2000
1/21/2000	2000
1/22/2000	4000
1/23/2000	3000
1/24/2000	1700
1/25/2000	1000
1/26/2000	2000
1/27/2000	3000
1/28/2000	2000
1/29/2000	4000
1/30/2000	2500
1/31/2000	2000
2/1/2000	3000
2/2/2000	3500
2/3/2000	4000
2/4/2000	2000
2/5/2000	7000
2/6/2000	9000
2/7/2000	1000
2/8/2000	1200

## Manhattan Beach Pier Beach Attendance

Date	Attendance
2/9/2000	1200
2/10/2000	600
2/11/2000	2000
2/12/2000	5000
2/13/2000	1000
2/14/2000	800
2/15/2000	1200
2/16/2000	800
2/17/2000	1000
2/18/2000	3000
2/19/2000	7000
2/20/2000	2500
2/21/2000	1100
2/22/2000	1400
2/23/2000	1100
2/24/2000	2500
2/25/2000	1200
2/26/2000	6000
2/27/2000	1500
2/28/2000	1800
2/29/2000	1500
3/1/2000	1500
3/2/2000	1500
3/3/2000	2000
3/4/2000	8000
3/5/2000	2000
3/6/2000	1000
3/7/2000	1000
3/8/2000	1200
3/9/2000	2000
3/10/2000	4200
3/11/2000	11000
3/12/2000	12000
3/13/2000	2000
3/14/2000	1000
3/15/2000	1500
3/16/2000	2000
3/17/2000	4300
3/18/2000	11000
3/19/2000	10000
3/20/2000	4000
3/21/2000	2500
3/22/2000	3000
3/23/2000	2000
3/24/2000	4000
3/25/2000	8000
3/26/2000	9000
3/27/2000	500
3/28/2000	3000
3/29/2000	3000

## Manhattan Beach Pier Beach Attendance

Date	Attendance
3/30/2000	5000
3/31/2000	11000
4/1/2000	25000
4/2/2000	25000
4/3/2000	5000
4/4/2000	2400
4/5/2000	2500
4/6/2000	1500
4/7/2000	1300
4/8/2000	12000
4/9/2000	15000
4/10/2000	7000
4/11/2000	6000
4/12/2000	4000
4/13/2000	3000
4/14/2000	2500
4/15/2000	8000
4/16/2000	8000
4/17/2000	400
4/18/2000	2500
4/19/2000	5000
4/20/2000	5000
4/21/2000	3500
4/22/2000	7000
4/23/2000	10000
4/24/2000	6000
4/25/2000	8000
4/26/2000	11000
4/27/2000	6000
4/28/2000	1500
4/29/2000	19000
4/30/2000	30000
5/1/2000	5000
5/2/2000	5000
5/3/2000	5000
5/4/2000	3000
5/5/2000	2000
5/6/2000	20000
5/7/2000	25000
5/8/2000	3000
5/9/2000	3000
5/10/2000	3000
5/11/2000	2000
5/12/2000	2000
5/13/2000	12000
5/14/2000	10000
5/15/2000	2000
5/16/2000	2400
5/17/2000	2400
5/18/2000	6000

## Manhattan Beach Pier Beach Attendance

Date	Attendance
5/19/2000	4500
5/20/2000	6000
5/21/2000	12000
5/22/2000	3000
5/23/2000	1500
5/24/2000	2000
5/25/2000	1200
5/26/2000	4000
5/27/2000	16000
5/28/2000	35000
5/29/2000	30000
5/30/2000	3000
5/31/2000	3000
6/1/2000	4000
6/2/2000	4500
6/3/2000	12000
6/4/2000	11000
6/5/2000	4000
6/6/2000	4500
6/7/2000	4000
6/8/2000	3500
6/9/2000	4000
6/10/2000	18000
6/11/2000	20000
6/12/2000	8000
6/13/2000	7000
6/14/2000	7000
6/15/2000	6500
6/16/2000	6000
6/17/2000	16000
6/18/2000	16000
6/19/2000	9000
6/20/2000	9000
6/21/2000	6000
6/22/2000	8000
6/23/2000	7500
6/24/2000	18000
6/25/2000	30000
6/26/2000	12000
6/27/2000	12000
6/28/2000	12000
6/29/2000	11000
6/30/2000	10000
7/1/2000	20000
7/2/2000	32000
7/3/2000	25000
7/4/2000	32000
7/5/2000	8000
7/6/2000	8000
7/7/2000	10000



## Manhattan Beach Pier Beach Attendance

Date	Attendance
7/8/2000	15000
7/9/2000	18000
7/10/2000	9000
7/11/2000	8000
7/12/2000	9000
7/13/2000	9000
7/14/2000	8000
7/15/2000	15000
7/16/2000	25000
7/17/2000	12000
7/18/2000	12000
7/19/2000	15000
7/20/2000	13000
7/21/2000	9000
7/22/2000	16000
7/23/2000	30000
7/24/2000	12000
7/25/2000	14000
7/26/2000	14000
7/27/2000	9000
7/28/2000	10000
7/29/2000	13000
7/30/2000	25000
7/31/2000	18000
8/1/2000	18000
8/2/2000	16000
8/3/2000	12000
8/4/2000	12000
8/5/2000	35000
8/6/2000	35000
8/7/2000	13000
8/8/2000	12000
8/9/2000	12000
8/10/2000	18000
8/11/2000	25000
8/12/2000	29000
8/13/2000	25000
8/14/2000	8000
8/15/2000	10000
8/16/2000	11000
8/17/2000	13000
8/18/2000	14000
8/19/2000	25000
8/20/2000	30000
8/21/2000	12000
8/22/2000	12000
8/23/2000	12000
8/24/2000	12000
8/25/2000	8000
8/26/2000	25000

## Manhattan Beach Pier Beach Attendance

Date	Attendance
8/27/2000	36000
8/28/2000	7500
8/29/2000	3000
8/30/2000	3000
8/31/2000	3000
9/1/2000	5000
9/2/2000	22000
9/3/2000	24000
9/4/2000	28000
9/5/2000	7000
9/6/2000	5000
9/7/2000	3500
9/8/2000	3000
9/9/2000	15000
9/10/2000	15000
9/11/2000	5000
9/12/2000	6000
9/13/2000	6500
9/14/2000	3000
9/15/2000	3000
9/16/2000	14000
9/17/2000	25000
9/18/2000	2500
9/19/2000	2000
9/20/2000	2500
9/21/2000	1000
9/22/2000	1000
9/23/2000	8000
9/24/2000	12000
9/25/2000	3500
9/26/2000	3000
9/27/2000	2000
9/28/2000	800
9/29/2000	1200
9/30/2000	4000
10/1/2000	6000
10/2/2000	1800
10/3/2000	1500
10/4/2000	1200
10/5/2000	1000
10/6/2000	1200
10/7/2000	12000
10/8/2000	12000
10/9/2000	1500
10/10/2000	800
10/11/2000	1000
10/12/2000	2000
10/13/2000	2000
10/14/2000	4000
10/15/2000	3500

## Manhattan Beach Pier Beach Attendance

Date	Attendance
10/16/2000	1800
10/17/2000	800
10/18/2000	800
10/19/2000	1000
10/20/2000	600
10/21/2000	3000
10/22/2000	12000
10/23/2000	1500
10/24/2000	1500
10/25/2000	1100
10/26/2000	700
10/27/2000	900
10/28/2000	4000
10/29/2000	2500
10/30/2000	1500
10/31/2000	2000
<b>Total</b>	<b>2596800</b>



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## IV. RESPONSES TO COMMENTS ON THE DRAFT EIR

### APRIL 17, 2001

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#### COMMENTS AND RESPONSES TO COMMENTS

Provided on the following pages is the response to an additional comment letter received during the public review period. Although the attached comment letter was e-mailed on November 19, 2000, during the public review and comment period on the Draft EIR, the consultant did not receive the letter until after completion of the Final EIR. The letter e-mailed on November 19, 2000, and the Public Records Request dated October 20, 2000, was attached to a letter dated and received by fax on February 25, 2001. Since the November 19, 2001 e-mailed letter was sent during the public review and comment period on the Draft EIR, which extended through November 22, 2000, it is appropriate to respond to it in the Final EIR. The letter does not raise any new issues that were not previously addressed in the Draft and Final EIR, nor does the letter or response impact the statements or conclusions of the Draft or Final EIR. The assigned comment number is shown in the margin of the letter.

#### Response to Comment Letter 35

Harry A. Jr. Ford  
54 Village Circle  
Manhattan Beach, CA 90266-7222

**Response to Comment 35.1:** The DEIR traffic analysis is based on traffic counts that were taken in the year 2000. The DEIR traffic analysis addresses six peak-period scenarios: winter weekday AM peak hour, winter weekday PM peak hour, summer weekday AM peak hour, summer weekday PM peak hour, summer Saturday afternoon peak hour, and summer Sunday afternoon peak hour. The winter scenarios represent fall, winter, and spring, as the traffic volumes are essentially the same for these non-summer periods. The winter data represent days when the weather was warm and sunny. As the peak summer weekend scenarios represent the reasonable worst-case weekend scenario, it is not necessary to also evaluate the winter weekend. The Draft EIR is adequate in assessing summer peak hour traffic conditions. The summer season counts were taken on typical warm summer days to specifically capture the beach-related summertime traffic conditions. Therefore, the commentator's assertion that the project underestimates summertime project impacts is unfounded.

The traffic counts that were used to develop the baseline information for the DEIR were taken on warm clear days in the winter and spring of 1999/2000 for the winter weekday scenarios and on a warm clear non-holiday week, between July 13<sup>th</sup> and July 16<sup>th</sup>, 2000, for the summer weekday and summer weekend scenarios. Traffic counts taken on these days represent typical warm summer days and are representative of summer traffic conditions. These dates were specifically selected after the July 4<sup>th</sup> Weekend when beach crowds are expected to be at an "average high", not an all time high. The intent of collecting baseline data for the summer time period is to obtain a representative sample of an average summer day, not the lowest, or the highest peak visitor days. Thus, the sample taken best represents the summer traffic conditions for purposes of this analysis.

For the weekday scenarios, traffic counts were taken at each intersection from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. Then, the highest one-hour period of traffic flow within each two-hour period was identified for each location to represent the peak hour. This methodology is consistent with the guidelines of the Los Angeles County Congestion Management Program (CMP) for determining the peak hour for a traffic analysis. For the weekend scenario, traffic counts were taken for a period of four hours on a Saturday and Sunday afternoon and the highest one-hour period of traffic flow within each four-hour time frame was identified. In addition, 24-hour tube counts were taken at various locations in the study area and the resulting data were monitored to confirm that the peak periods were accurate. The traffic volume adjustments cited in the CAJA proposal were not necessary because the DEIR schedule provided the opportunity to conduct *real* summertime traffic counts instead of estimating the summer counts based on winter data, as was originally proposed.

This comment provides suggested alternatives that were not evaluated in the EIR and requests supplemental analysis with regard to traffic and parking impacts. The authors of the Draft EIR did not rely on this information for the EIR traffic or parking analysis. The findings and conclusions of a Parking Demand Analysis are discussed on page 158 of the Draft EIR. The parking demand analysis calculation worksheets are provided as a separate Appendix to the Traffic Impact Analysis. Both the Traffic Impact Analysis and the CMA worksheets are incorporated as Appendices to the Draft EIR.

The DEIR traffic analysis is based on traffic projections to the year 2005, which is the time frame that the proposed project is anticipated to be completed and occupied. There is no requirement that a long-range traffic analysis be conducted in conjunction with an individual development project. Caltrans has reviewed the DEIR and has not requested any additional information regarding long-range forecasts or the 2020 scenario.

The issues raised are not new and are previously addressed in Response to Comments 23.4, 23.14, 23.54, 23.55, 23.56, 23.71, 23.73 and 23.81.

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## V. MITIGATION MONITORING AND REPORTING PROGRAM

### APRIL 17, 2001

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The purpose of these modifications is to clarify issues that were brought up after the Final EIR was complete, and during and after the Planning Commission public hearing on the Final EIR on February 28, 2001. These changes do not impact the statements or conclusions of the Draft or Final EIR and are provided for clarification purposes to ensure that potential impacts are mitigated as previously intended. Additional text is shown as underlined.

#### A. AESTHETICS/VIEWS

The project shall be developed in conformance with the following City of Manhattan Beach Downtown Design Guidelines:

5. The Lookout Tower shall be approximately 20 by 20 feet at the base, with an open observation deck or other open area on the top level, to allow views through the top of the Tower.

<u>Implementation Phase:</u>	<u>Pre-Construction, Construction</u>
<u>Monitoring Phase:</u>	<u>Plan Check Approval, Certificate of Occupancy</u>
<u>Enforcement Agency:</u>	<u>Community Development Department</u>

6. To protect the public view corridor down 12<sup>th</sup> Street, the Lookout Tower shall be located to the north or south of, and not in line with, the 12<sup>th</sup> Street view corridor.

<u>Implementation Phase:</u>	<u>Plan Approval, Construction</u>
<u>Monitoring Phase:</u>	<u>Plan Check Approval, Certificate of Occupancy</u>
<u>Enforcement Agency:</u>	<u>Community Development Department</u>

#### F. TRANSPORTATION AND CIRCULATION

#### REQUIRED MITIGATION MEASURES

The following traffic-related mitigation measures are required to mitigate potentially significant project-related traffic impacts:

1. Prior to any construction activities, a Construction Plan, which shall include phasing of construction of the project, shall be submitted for review and approval to the City of Manhattan Beach Public Works Department and Community Development Department. Construction Plans shall address parking availability and minimize the loss of parking for existing on-site Civic Center operations that will continue to operate throughout the construction period, as well as provide parking for Civic Center visitors and construction workers. To minimize potential adverse impacts upon the Downtown Commercial District construction workers shall not be permitted to park within in the adjacent public parking structures or street parking spaces. The parking plans shall provide adequate on-site parking areas for construction workers and/or consider providing additional construction parking at off-site parking lot locations and providing bussing or car-pool services to the construction site. The proposed construction plan shall designate appropriate haul routes into and out of the project area. Truck staging areas shall not be permitted on residential roadways or adjacent to any school site.

**Implementation Phase:**

Pre-Construction, Construction

**Monitoring Phase:**

Plan Check Approval, Construction

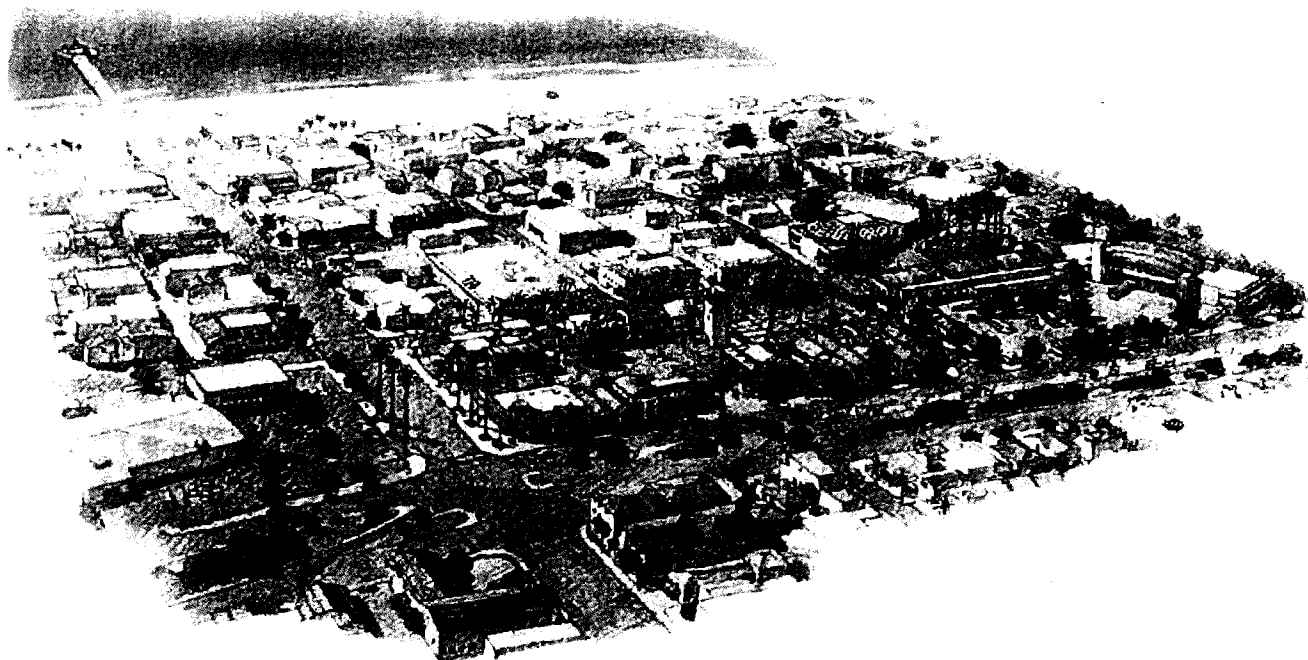
**Enforcement Agency:**

Community Development Department, Public Works Department

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# **DRAFT ENVIRONMENTAL IMPACT REPORT**



**City of Manhattan Beach**

## **CIVIC CENTER/METLOX DEVELOPMENT**

**Christopher A. Joseph & Associates**  
environmental planning and research

**October 5, 2000**

**State Clearinghouse No. 99121090**



**CITY OF MANHATTAN BEACH  
CIVIC CENTER/METLOX DEVELOPMENT PROJECT**

**DRAFT ENVIRONMENTAL IMPACT REPORT**

*State Clearinghouse No. 99121090*

*October 5, 2000*

*Prepared for:*

**City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach CA 90266**

*Prepared by:*

**Christopher A. Joseph & Associates**  

---

environmental planning and research

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# I. INTRODUCTION

---

## PROJECT DESCRIPTION

The proposed Civic Center/Metlox Development consists of a combined public Civic Center redevelopment and a private mixed-use commercial development (Metlox). The Civic Center component of the project will include demolishing the existing Police and Fire Department buildings (10,568 square feet and 20,000 square feet, respectively) and reconstructing a combined approximate 57,000 square foot Public Safety Facility to house the staffing and spatial needs of both departments. The Civic Center redevelopment will also include either expanding or entirely rebuilding the existing Public Library building (12,100 square feet) with an approximate 30,000 square foot Public Library and approximate 10,000 square foot attached Cultural Arts Center. The total buildable floor area proposed for the entire Civic Center improvements will be approximately 97,000 square feet, a net increase of approximately 54,332 square feet. The commercial portion of the project proposed, referred to herein as the “Metlox Development,” is an approximately 90,000 square foot development comprised of retail and commercial office uses and includes a 40-room Bed and Breakfast lodging component. The two sites are contiguously located (north/south), which provides a unique opportunity to integrate the public and private developments through a system of paseos, plazas, and a Town Square. As described in greater detail in Section II. Project Description, some of the project’s main objectives include:

- Providing an introduction and gateway to the Downtown area;
- Replacing undersized and functionally deficient Civic Center buildings and increase the operational effectiveness of the Public Safety Facilities; and
- To redevelop the former Metlox Potteries property with a low-scale commercial development, which is compatible with the existing Downtown commercial area;

## OVERVIEW OF THE CEQA PROCESS

The California Environmental Quality Act (CEQA) (Public Resources Code (P.R.C) Division 13, § 21000 et seq.) was enacted in 1970 with the main objective of providing public disclosure to inform decision makers and the public of the significant environmental effects of proposed activities and to require agencies to avoid or reduce the environmental effects by implementing feasible alternatives or mitigation measures.

CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed project requires discretionary approval from the City of Manhattan Beach and, therefore, is subject to CEQA. For

purposes of complying with CEQA, the City of Manhattan Beach is identified as the Lead Agency for the proposed project.

This Environmental Impact Report (EIR) was prepared in accordance with CEQA and the State CEQA Guidelines (California Code of Regulations (C.C.R.), Title 14, Division 6, Chapter 3, § 15000-15387, as amended December 1, 1999).<sup>1</sup> As provided by the State CEQA Guidelines § 15121 (a):

*"An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency."*

In accordance with CEQA (P.R.C. § 21080.1), the City of Manhattan Beach determined that the proposed project has the potential to result in significant adverse effects on the environment and required an Environmental Impact Report (EIR) be prepared.<sup>2</sup> As provided by the State CEQA Guidelines (C.C.R. § 15084), the City of Manhattan Beach contracted with the environmental planning and research firm Christopher A. Joseph & Associates (CAJA) to prepare the EIR as an independent and third party consultant to the City. As mandated by the Guidelines, the EIR must be subject to the Lead Agency's own review and analysis and reflect the Lead Agency's independent judgment and objectivity with regard to the scope, content, and adequacy.

## SCOPE AND CONTENT

The City of Manhattan Beach determined an EIR would be required for the proposed project. In accordance with the State CEQA Guidelines, the City prepared an Initial Study to determine the scope of the EIR. On December 20, 1999, the City issued the Notice of Preparation to provide responsible agencies and interested individuals. In addition, the City held a public scoping meeting on January 11, 2000 to receive public input comments on the proposed action and to further assess potential for environmental impacts to occur as a result of the proposed project. At this meeting, interested

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<sup>1</sup> The State CEQA Guidelines, adopted by the Resources Agency, are the primary rules and source of interpretation of CEQA (P.R.C. § 21083).

<sup>2</sup> "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

members of the public were invited to voice their concerns with regards to identifying potential environmental impacts that may occur as a result of the proposed project. The NOP was re-circulated on April 6, 2000 to provide notice of the addition of the Public Library and Cultural Arts Center as part of the proposed project. Based on the Initial Study, the comments received in response to the NOP, and the comments received during the public scoping meeting, the City determined that the following environmental issue areas be included within the scope of the EIR:

- *Aesthetics*
- *Air Quality*
- *Land Use*
- *Noise*
- *Public Services (Police Protection)*
- *Risk of Upset*
- *Transportation and Circulation*
- *Hydrology/Water Quality*

The environmental impact analysis for each of the environmental issue areas identified above is contained in Section V of this EIR. For each environmental issue area, the EIR identifies the environmental setting (e.g., the existing baseline conditions at the time of the NOP), defines the methodologies and significance thresholds employed to determine significant environmental impacts, identifies significant environmental impacts that may occur as a result of the project, provides recommended mitigation measures that may reduce or avoid potential significant impacts, and provides a cumulative impact analysis of the project when combined with other known projects which have been recently proposed within the surrounding area.

As required by CEQA, Section VI of this EIR includes a discussion of significant irreversible environmental changes which would be involved in the proposed project should it be implemented and addresses the project's potential for growth-inducing impacts. (State CEQA Guidelines, P.R.C. § 15126). Additionally, CEQA requires that the Draft EIR include a reasonable range of project alternatives that may reduce the effects of the proposed project. The alternatives analysis is included in Section VII of this EIR and includes the following six project alternatives:

- 1) **The No Project Alternative;**
- 2) **Civic Center Only.** The Civic Center (as proposed) without the Metlox commercial development;
- 3) **Metlox Development Only.** The Metlox commercial development (as proposed) without the Civic Center improvements;
- 4) **Reduced Density Alternative.** The Civic Center (as proposed) with a 60,000 square foot Metlox commercial development (includes surface parking only);

- 5) **Increased Parking Alternative.** The Civic Center (as proposed) with a 90,000 Metlox commercial development (as proposed) with increased parking (includes a 2<sup>nd</sup> levels of subterranean parking); and
- 6) **Alternative Mixed-Use Metlox Development.** The Civic Center (as proposed) with a 90,000 square foot Metlox commercial development with an alternative mix of commercial uses.

## PUBLIC PARTICIPATION

Public participation is an essential part of the CEQA process. To provide full public disclosure of potential environmental impacts that may occur as a result of a proposed project, CEQA requires a Draft EIR be circulated during the public review period to all responsible agencies, trustee agencies, and the general public. This Draft EIR is being circulated for a period of 45 days (in accordance with State CEQA Guidelines § 21091 (a)). The public review period will commence on October 9, 2000 and will end on November 22, 2000. During this review period, all public agencies and interested individuals and organizations are encouraged to provide written comments addressing their concerns with the adequacy and completeness of the EIR. When providing written comments on the subject matter of the EIR, the readers are referred to State CEQA Guidelines, 15204(a), which state:

*"In reviewing Draft EIRs, people persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."*

All comments regarding the contents of the Draft EIR should be submitted in writing to the City of Manhattan Beach at the following address by no later than November 22, 2000:

City of Manhattan Beach  
Community Development Department  
1400 Highland Avenue  
Manhattan Beach, California, 90266  
[metloxproject@ci.manhattan-beach.ca.us](mailto:metloxproject@ci.manhattan-beach.ca.us)

The Draft EIR will be made available to the general public at the address listed above. In addition, copies of the Draft EIR will be made available to the public at the Civic Center Public Library. The Draft EIR will be published on the City of Manhattan Beach internet website at: <http://www.ci.manhattan-beach.ca.us/>. Comments submitted via e-mail to the e-mail address listed above will be accepted.

Following the public review period, the Lead Agency will prepare a Final EIR. The Final EIR will include additions and corrections to the Draft EIR as appropriate, and written responses addressing the comments and recommendations received by individuals and entities during the public review period. The Lead Agency's responses to comments must demonstrate a good faith and well responded analysis, and may not be conclusory (CEQA, P.R.C. § 21091 (d), and State CEQA Guidelines, C.C.R. § 15088 (b)). However, when responding to comments on the Draft EIR, the Lead Agency need only respond to significant environmental issues and does not need to provide all information requested by reviewers. (State CEQA Guidelines, C.C.R. § 15204(a)).

## PROJECT HISTORY

The proposed project is centered around redeveloping the former Metlox Potteries site within the Commercial Downtown area of the City of Manhattan Beach. Metlox Potteries operated a pottery manufacturing plant on the project site between 1927 and 1989. Between 1927 and 1971, the City of Manhattan Beach issued 25 building permits for new construction and additions on the Metlox site. The total square footage of these buildings were 49,865. Notes in the file indicated they employed as many as 500 persons. Historical photographs depicting the project site and surrounding area during the Metlox Potteries era are provided in Figure 1 and Figure 2 on pages 6 and 7, respectively. Since its closure in 1989 all of the Metlox structures have been demolished and removed from the project site. The site has since been adequately remediated to remove contaminants released into the soil during years of pottery manufacturing operations. The following list of events represents the history of the former Metlox Potteries property from its original development in 1927 to the present, and provides a chronology of City Planning actions and community events leading to the preparation of this EIR:

- June 1927 - January 1976 - construction/operation of manufacturing and commercial buildings including offices, stores, warehouses, kilns, and factories for Metlox Pottery;
- June 1989 – Metlox Potteries closed.
- June 1991-1996 – the Metlox Potteries buildings were demolished and the property was remediated;



Aerial photograph of the project area in 1965.

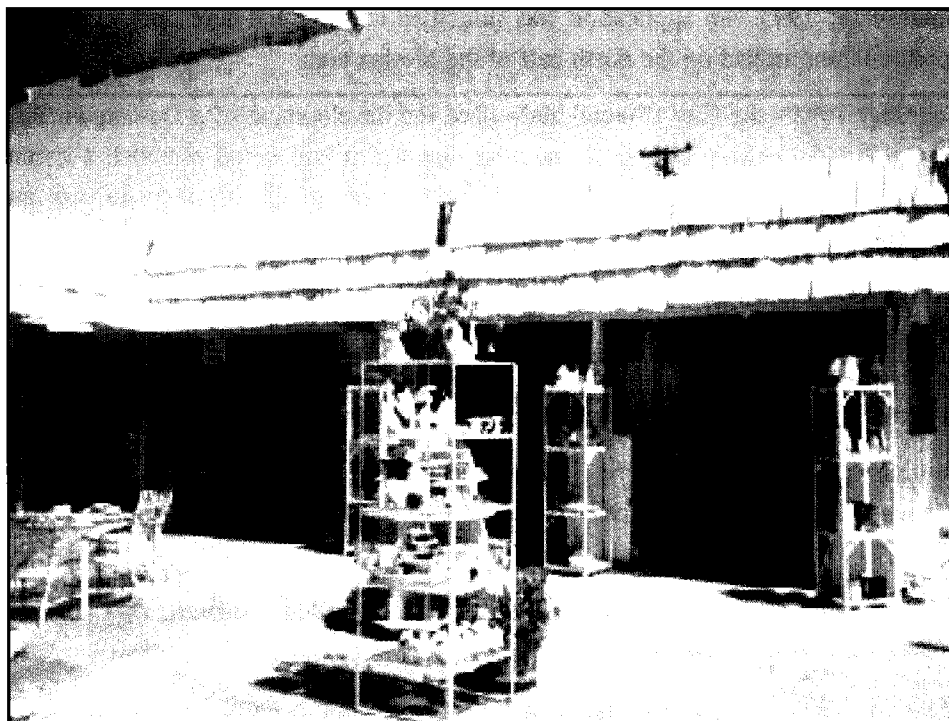


Aerial photograph of the project area in 1991.





Aerial view of Metlox and the Civic Center prior to the building of the Police and Fire departments in the early 1940's.



Source: *I'll Take Manhattan* (Manhattan Beach, CA), Bonnie Beckerson, 2000.

Photo by Lew Jarrard

The pottery outlet yard located on the 400 block of Manhattan Beach Boulevard. The yard sold seconds and was open to the public. This photo was taken on April 5, 1989

- September 29, 1992 – the City Council entered into agreement with financial consultant and bond counsel for possible purchase of Metlox site;
- October 20, 1992 - after receiving public testimony, the City Council approved a tentative offer to purchase southern portion of Metlox site;
- November 3, and 17, 1992 - after conducting a public hearing the City Council continued indefinitely the consideration to purchase the southern portion of Metlox because of issues regarding the title of Santa Fe property;
- December 21, 1993 – the City Council appointed an Advisory Committee to study the possible acquisition of the Metlox site;
- February 15, 1994 – a joint session with the Metlox Advisory Committee and City Council was held to receive public input on the possible acquisition of the northern portion of Metlox property;
- September 1994 – the City Council authorized the retention of Leach Mounce Architects to conduct a Needs Assessment and Building Concept Study for the Public Safety Facility;
- January 13, 1995 - an application was submitted to allow the development of a thirty-two unit condominium project on the north half of the Metlox site;
- February 1995 - the City Council authorized the development of a Downtown Strategic Action Plan (DSAP) to comprehensively address downtown issues and establish a community vision for the downtown area. The potential development of the Metlox site was included as an element of the DSAP;
- February 7, 1995 - the City Council declared a moratorium on the new residential development in the "CD" (Commercial Downtown) zoning district, directed staff to prepare a similar ordinance affecting other "mixed use" zones and to initiate public hearings to consider changes in use or development regulations affecting these zones;
- February 21, 1995 - the City Council declared a building moratorium for new conditional residential uses in the CL (Local Commercial) and CNE (North End Commercial) zones (Ord. 1923);
- March 21, 1995 - the City Council extended the expanded residential moratorium for a period of 10 months and 15 days (Ord. 1924);
- May 16, 1995 - the City Council amended the Zoning Ordinance, modifying the required findings for use permits (Ord. 1926);
- July 1995 – the Needs Assessment and Building Concept Study for the Public Safety Facility is completed;

- January 3, 1996 - the thirty-two unit condominium application for the Metlox site was withdrawn;
- January 23, 1996 - the City Council modified the Zoning Ordinance, and clarified development standards and use permit requirements for residential and mixed-use projects in the CD, CL and CNE zones (Ord. 1942);
- February 21, 1996 - the residential moratorium in the CD, CL, CNE zones expired;
- May 6, 1996 - posters inviting the community to participate in the Downtown Walking Tour distributed to all downtown merchants;
- May 23, 1996 - a community announcement was published in The Beach Reporter and Easy Reader announcing the upcoming Kickoff/Walking Tour;
- May 30, 1996 - a full page insert in The Beach Reporter was published announcing the Walking Tour;
- June 6, 1996 - a full page insert re-run was published in The Beach Reporter;
- June 8, 1996 the Downtown Walking Tour was held. Community members were invited to walk the downtown area and provide information about specific sites including the Metlox property;
- June 28, 1996 - a community announcement in The Beach Reporter was published to announce the upcoming visioning workshop;
- July 5, 1996 - a community announcement was published in The Beach Reporter for an upcoming visioning workshop;
- July 11, 1996 - second full-page insert published in The Beach Reporter announcing the visioning workshop;
- July 18, 1996 - second full-page insert re-published in The Beach Reporter;
- July 20, 1996 - the visioning workshop was held;
- August 7, 1996 - posters announcing the strategic issues workshops were delivered to all Downtown merchants for display;
- August 29, 1996 - a third full-page insert was published in The Beach Reporter promoting the strategic issues workshops;
- September 5, 1996 - an announcement was placed advertising the upcoming strategic issues workshops;
- September 7, 1996 - the Strategic Issues Workshop was held;

- September 21 Strategic Issues Workshop - A portion of this workshop was specifically dedicated to discussion of the development of the Metlox property;
- October 1996 - HOK Architects was retained to provide preliminary designs and construction cost estimates for the Public Safety Facility;
- November 6, 1996 - the Draft DSAP was presented to the Board of Parking Place Commissioners for public/Commission comment;
- November 13, 1996 - the Draft DSAP was presented to the Manhattan Beach Chamber of Commerce Board of Directors;
- November 13, 1996 - the Draft DSAP was presented to the Planning Commission for public/Commission comment;
- November 18, 1996 - the Draft DSAP was presented to the Public Works Commission for public/Commission comment;
- November 21, 1996 - the Draft DSAP was presented to the Downtown Bar & Tavern Association for comment;
- November 22, 1996 - general community meeting held - the Draft DSAP was presented for public comment;
- December 3, 1996 - the Draft DSAP was presented to the City Council for public/Commission comment;
- December 17, 1996 - the DSAP was accepted by the City Council and staff authorized to pursue identified projects;
- July 15, 1997 - the City Council approved the purchase of the southern portion of the Metlox site;
- February 3, 1998 - the City Council approved the purchase of the northern portion of the Metlox site;
- April 24, 1998 - the Request for Qualifications (RFQ) for development of the Metlox property was delivered to fifty (50) development firms;
- May 15, 1998 - twenty (20) submittals were received in response to the RFQ;
- June 2, 1998 - the City Council approved the creation of the Metlox Development Ad-Hoc Committee, and appointed Councilmembers Joan Jones and Linda Wilson to this Committee;
- June 12 & 26, 1998 - the Committee evaluated the twenty (20) responses to the Request for Qualifications and recommended that the following firms be invited to participate in the

proposal process: (1) the TolkinGroup; (2) Madison – Marquette; (3) the CIM Group; and, (4) the Lincoln Property Company;

- July 7, 1998 - the City Council approved the Request for Proposal (RFP) and authorized staff to provide the RFP to the identified finalists;
- July 27, 1998 - a public workshop was held at the Joslyn Community Center to receive input and ideas from members of the public regarding the future development of the Metlox Property. The four development firms attended this workshop;
- August 14, 1998 - a meeting was held to allow the architects for the City's Public Safety Facility to present their preliminary design alternatives to each of the Metlox finalists;
- August 18, 1998 - the City received correspondence from the Lincoln Property Company indicating their withdrawal from the process;
- August 18, 1998 - the City Council authorized the submittal of a request for proposal to the firm of DDR / Oliver-McMillan;
- August 26, 1998 - the City received a correspondence from Madison-Marquette indicating their withdrawal from the process;
- September 17, 1998 - proposals were submitted by the three development finalists and a special meeting of the City Council was held at the Manhattan Heights Community Center for public presentation of the proposals;
- October 6, 1998 - the City Council held a public hearing on the submitted proposals;
- October 20, 1998 - the City Council postponed the final selection of a development partner and directs the Developer Selection Subcommittee to select a real estate/financial consultant to assist in the review of the Metlox proposals and developers;
- November 16, 1998 - the Developer Selection Subcommittee conducted interviews of the four financial consultant finalists and selected Keyser-Marston Associates, Inc., to prepare the analysis;
- November 17, 1998 - the City Council authorized the City Manager to negotiate a contract with HOK (City architect) to assist the Metlox developer with the design process;
- December 8, 1998 - Kathleen Head of Keyser-Marston conducted a study session with the City Council regarding the financing of public/private partnerships;
- December 15, 1998 - the results of the financial analysis prepared by Keyser-Marston were presented to the City Council, and a final selection for the Metlox developer was made;
- December 15, 1998 - the City Council unanimously selected the TolkinGroup as the Metlox Developer;

- January 19, 1999 - the City Council approved the Exclusive Right to Negotiate with the TolkinGroup; and authorized Tolkin to include the Civic Center (Police, Fire, and Library buildings) in the Master Plan - the City Council approved the Contract with HOK Architects to provide services for the Public Safety Facility Buildings (Police, Fire, and Library); the City Council authorized Staff to investigate the possibility of withdrawing from the County library system and authorizes HOK Architects to include library space needs in the Civic Center / Metlox site.
- January 21, 1999 - a workshop was held between City staff, representatives of the TolkinGroup and representatives of the Civic Center project (Public Safety Facility and Library);
- February 23, 1999 - a community meeting was held at the Joslyn Center with over 200 people in attendance;
- March 4, 1999 - a meeting was held between City staff, representatives of the Tolkin Group and the City's Financial Advisor;
- April 15 - 16, 1999 - a design charette was held between City staff, representatives of the Tolkin Group and representatives of the Civic Center Project (HOK Architects);
- May 4, 1999 - HOK Architects met with representatives of the Police and Fire Departments to define design concepts for the Public Safety Facility;
- May 14, 1999 - HOK Architects conducted a second meeting with the Police and Fire Departments to discuss design concepts for the Public Safety Facility;
- May 18, 1999 - a meeting was held with the Manhattan Beach Chamber of Commerce;
- May 24, 1999 - a Community Workshop was scheduled at the Joslyn Center to present the design alternatives prepared for the Civic Center / Metlox development;
- June 1, 1999 - the City Council extended the Exclusive Negotiating Agreement with the Tolkin Group to December 17, 1999;
- June 23, 1999 - a public hearing was held before the Planning Commission to discuss project alternatives;
- June 29, 1999 - the City Council held a discussion on the Civic Center Project financing options;
- July 14, 1999 - a public hearing was held before the Planning Commission to discuss Civic Center/Metlox development concept plan.
- July 20, 1999 - a presentation was made to the City Council regarding the need for a new Public Safety Facility. City Council decided not to hold a bond election in November 1999.

- July 28, 1999 - a public hearing was scheduled before the Planning Commission to discuss the Civic Center/Metlox development concept plan.
- July 28, 1999 - the Planning Commission conducted a public hearing and recommended that the City Council initiate the preparation of an Environmental Impact Report.
- August 17, 1999 - the City Council conducted a public hearing and directed that the maximum size of the project be reduced for evaluation purposes.
- September 9, 1999 - the Tolkin Group conducted a workshop at Manhattan Heights Community Center which generated public feedback regarding concept alternatives.
- October 7, 1999 - the Tolkin Group conducted a workshop at Manhattan Heights Community Center which generated public feedback regarding concept alternatives.
- October 19, 1999 - the City Council received a presentation from Kathy Head of Keyser - Marston & Associates regarding the financial aspects of the project alternatives;
- October 26, 1999 - the City Council conducted a special session to review project alternatives and initiated the preparation of an Environmental Impact Report on a 110,000 square foot commercial project;
- November 16, 1999 - the City Council Reactivated the Metlox Subcommittee and appointed Mayor Linda Wilson and Councilperson Joyce Fahey to the committee. The City Council also decided to reduce the maximum size of the commercial portion of the project to be evaluated in the Environmental Impact Report to 90,000 square feet;
- January 11, 2000 - a public scoping meeting pertaining to the environmental review for the proposed project was held;
- February 8, 2000 - the EIR Subcommittee held a meeting to discuss the scope of the EIR in response to the public comments received;
- February 16, 2000 - the EIR Subcommittee held a meeting to discuss the scope of the EIR in response to the public comments received;
- March 7, 2000 - Proposition 14 "California Library Construction and Renovation Bond Act" was passed;
- March 22, 2000 - EIR Subcommittee Meeting. The project description was revised to incorporate an addition to the Civic Center Library in response to the passage of Proposition 14;
- April 6, 2000 - the NOP was re-circulated and re-advertised in the Beach Reporter due to the addition of the Library project.





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## II. EXECUTIVE SUMMARY

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### PROPOSED PROJECT

The proposed Civic Center/Metlox Development Project consists of a combined public Civic Center (Police and Fire Department facilities) and a commercial mixed-use development (Metlox). The two sites are contiguously located (north/south) and provide an opportunity to integrate the two developments into a single project. The two sites are connected with a pedestrian linkage at 13th Street, which is proposed to be dedicated to provide through access from Morningside Drive and Valley Drive. The Civic Center portion of the project consists of a two-level, approximately 57,000 square foot Public Safety Facility incorporating all administrative and operational functions of the Manhattan Beach Police and Fire Departments. The Civic Center will also involve the expansion of the existing library to provide a 40,000 square foot Library and Cultural Arts Center with 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center. The Metlox component includes a mixed-use commercial development with subterranean parking, including approximately 90,000 square feet of retail, restaurant, a 40-room Bed and Breakfast lodging component, and office uses. Architectural features include one and two story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square.

An Environmental Impact Report (EIR) is required for this project because it will require discretionary approval by the City of Manhattan Beach City Council and the City Planning Commission. The project will be required to undergo one of the following discretionary plan approval processes:

- 1). Development Agreement, plus:
  - i.) a local coastal permit; and
  - ii.) a height variance for the tower element;

or

2. Master Land Use Permit, plus:
  - i.) a local coastal permit; and
  - ii.) a height variance for the tower element.

### PROJECT LOCATION

The project site is located within the City of Manhattan Beach and is generally bounded by 15<sup>th</sup> Street on the north, Valley Drive on the east, Manhattan Beach Boulevard on the south, and Morningside Drive on the west. The project site is comprised of two adjacent properties in two separate land use designations; the northern most property being the City's Civic Center area (Public Services designation) and the southern most property being in the Downtown Commercial District (Downtown

Commercial designation). The southern portion of the site marks the entrance to the Downtown Commercial District.

## PROJECT BACKGROUND

### Environmental Review Requirements

The City of Manhattan Beach Planning Department reviewed the Environmental Checklist Form for the Metlox project and recommended that a Draft Environmental Impact Report (DEIR) be prepared addressing potential environmental issues. Additional environmental issues to be addressed were also identified by the City in response to comments received on the Notice of Preparation (NOP) and re-evaluation of project impacts after additions were made to the project. These comment letters are presented in Appendix A to this DEIR. The Initial Study was finalized in May 2000 and is included as Appendix A to this Draft EIR. Based on early consultation with public agencies, and review of the comments received on the NOP and subsequently revised NOP, the DEIR includes the analysis of the following environmental issues: Aesthetics; Air Quality; Land Use; Public Safety (Police Services); Risk of Upset; Transportation/Circulation; Water Quality; and Noise.

## AREAS OF CONTROVERSY

Potential areas of controversy and issues to be resolved by the decision-makers include those areas where significant unavoidable impacts are projected to occur as a result of the proposed project. For the proposed Civic Center/Metlox Development Project, the area of controversy are centered around traffic and construction noise impacts.

Traffic. Unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season:

- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (summer weekdays PM peak hour)
- Highland Avenue and Manhattan Beach Boulevard (summer Sundays peak hour).

It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over  $\frac{3}{4}$  (or 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.

Noise. Noise from construction-related activities are anticipated to exceed the significance threshold at all 5 of the sensitive receptor locations analyzed in this analysis. With application of prescribed

mitigation measures, construction noise levels are anticipated to be reduced by approximately 6 dBA (Leq) at all receptor locations. However, due to the proximity of sensitive noise receptors, significant noise impacts would still remain at sensitive receptor locations. These temporary construction noise impacts would be significant and unavoidable.

## ALTERNATIVES

The State CEQA Guidelines require a reasonable range of project alternatives be analyzed, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An analysis of the following Alternatives is included in this Draft EIR:

1. The No Project Alternative;
2. Civic Center Only Alternative: Construction of the Civic Center improvements (as proposed) without the Metlox commercial development;
3. Metlox Development Only Alternative: Construction of the Metlox commercial development (as proposed) without the Civic Center improvements;
4. Reduced Density Alternative: Development of the Civic Center improvements (as proposed) with a 60,000 square foot reduced Metlox development with surface parking only;
5. Civic Center (as proposed) With 90,000 Metlox Development (as proposed) With Increased Parking (includes a 2<sup>nd</sup> levels of subterranean parking); and
6. Mixed Use Alternative: Development of the Civic Center improvements (as proposed) with a 90,000 square foot Metlox commercial development with an alternative mix of commercial uses.

As presented in Section VII. Alternatives to the Proposed Project, the environmentally superior alternative is identified as the Civic Center Only Alternative. The Civic Center Only Alternative is the only project alternative that would avoid any of the significant adverse impacts that were identified for the proposed project. Specifically, this alternative would generate a negligible increase in traffic volumes during the AM and PM Peak hours and would avoid the occurrence of unavoidable significant traffic impacts. Significant unavoidable construction noise impacts would still be generated under this alternative.

**Table 1**  
**Civic Center Metlox Development Project EIR**  
**Executive Summary**

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p><b>AESTHETICS</b></p> <p>Based on the size and scale of the proposed development (a density that is approximately 63% of the maximum allowable FAR for the CD Zone), a review of the architectural illustrations and conceptual site plan design, it appears that the proposed project would be compatible with the Downtown Design Guidelines. The structures proposed are within the same size and scale of adjacent commercial properties within the Downtown area along Morningside Drive and Manhattan Beach Boulevard. In addition, the Metlox Block concept envisioned for the project will compliment the adjacent commercial structures in the Downtown area. To the extent that the Metlox development incorporates the general goals and recommendations of the Downtown Design Guidelines, aesthetic impacts would be less than significant.</p> <p>A total of 22 public views were identified and analyzed to determine the project potential to obstruct scenic or ocean views. Of the 22 public views analyzed, three vantage points were identified as providing ocean views (View 4, View 5, and View 7). Views 5 and 7 would remain unobstructed by the development as they are aligned with 13<sup>th</sup> Street. 13<sup>th</sup> Street is proposed to be made a through way street between Valley Drive and Morningside Drive, thus existing views through the project site would be retained. View 4, however, may become partially blocked by the proposed Lookout Tower structure. Because this view obstruction would only effect a portion of the existing view of the ocean, and ocean views</p>	<ul style="list-style-type: none"> <li>• Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities. Landscaping should be designed to enhance and accentuate the architecture of the development.</li> <li>• Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.</li> <li>• Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties.</li> </ul>	<p>Project impacts on aesthetics and views would be less than significant before and after mitigation</p>

Project Impacts	Mitigation Measures	Impacts After Mitigation
would still be available from this vantage, impacts were determined to be less than significant.		
<p><b>AIR QUALITY</b></p> <p>The construction activities associated with the proposed project would generate pollutant emissions. Grading/excavation phase PM<sub>10</sub> emissions are anticipated to exceed the SCAQMD significance threshold of 150 ppd, which would result in a short-term significant impact.</p> <p>Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). The results of the California Air Resources Board's URBEMIS 7G operational emissions model indicate that operational emissions are not anticipated to exceed daily SCAQMD significance thresholds. Thus, long-term impacts resulting from daily operational emissions would be considered less than significant.</p> <p>The proposed project could potentially exceed the 8-hour concentration standard of 9.0 ppm in areas adjacent to the intersection of Sepulveda and Manhattan Beach Boulevard. The estimated worst-case 8-hour concentration would violate the State standard in areas adjacent to the intersection of Sepulveda and Manhattan Beach Boulevards, either with or without the proposed project. The increment significance threshold is 1 ppm for the 1-hour averaging period, and 0.45 ppm for the 8-hour averaging period. Since the project contribution would be negligible (i.e., less than 1 ppm), this can be considered a less-than-significant impact.</p>	<p>The following mitigation measures are prescribed in an effort to reduce this impact to a less-than-significant level.</p> <ul style="list-style-type: none"> <li>• The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.</li> <li>• Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.</li> <li>• All haul trucks shall either be covered or maintained with two feet of free board.</li> <li>• All haul trucks shall have a capacity of no less than 14 cubic yards.</li> <li>• All unpaved parking or staging areas shall be watered at least four times daily.</li> <li>• Site access points shall be swept/washed within thirty minutes of visible dirt deposition.</li> <li>• On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.</li> </ul>	<p>Application of prescribed mitigation measures are anticipated to reduce construction phase PM<sub>10</sub> emissions to a level that is less than significant. With proper implementation of prescribed mitigation measures, development of the proposed project would not result in any unavoidable significant air quality impacts.</p>

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As indicated previously, CO concentrations were modeled using the USEPA CAL3QHC dispersion model. The analysis indicated that the project would not cause or exacerbate an existing violation of the State CO concentration standard; therefore, the proposed project can be considered to comply with AQMP's Consistency Criterion 1.</p> <p>The Proposed Project is not growth inducing, and the estimated job creation that would result from implementation of the Proposed Project is not sufficiently large to call into question the employment forecasts for the subregion adopted by SCAG. Since the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that this project would be consistent with the projections in the AQMP. Thus, the proposed project can be considered to comply with Consistency Criterion 2. Accordingly, the project would be consistent with AQMP's goals, policies, and programs for improving regional air quality conditions.</p>	<ul style="list-style-type: none"> <li>• Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.</li> <li>• Car-pooling for construction workers shall be encouraged.</li> </ul>	
<p><b>LAND USE</b></p> <p>The project includes the demolition and reconstruction of the existing Police and Fire Department facilities and either enlargement or reconstruction of the existing Public Library and an auxiliary Cultural Arts Center on the Civic Center site and construction of a 90,000 square foot commercial development containing retail, restaurant, and office uses and a 40-room lodging component. The uses proposed for the Civic Center site are generally consistent with the existing uses on site in which they are replacing and are consistent with the</p>	<p>With procurement of the necessary land use entitlements (i.e., Development Agreement plus, a local coastal permit, a height variance for the tower element, and: a applicable building permits) land use impacts associated with the proposed project would be less than significant and no mitigation measures are required or recommended.</p>	<p>Land use impacts would be less than significant and no mitigation measures would be required.</p>

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>permitted uses allowed under the existing site's Public Facilities land use designation. The Cultural Arts Center use is consistent with the LCP regulations for the Public and Semipublic District. The following uses proposed for the Metlox Development will require a use permit to operate with in the CD District: Eating and drinking establishments (e.g. restaurants and bakery), hotels &amp; motels, offices (business &amp; professional). Approvals and conditions of approvals for these uses will be addressed within the Development Agreement for the proposed Metlox Development. With procurement of a Development Agreement, including a local coastal permit, a height variance for the tower element, and applicable building permits, land use consistency impacts would be less than significant.</p>		
<p><b>NOISE</b></p> <p>Construction activities require the use of numerous noise generating types of equipment such as jackhammers, pneumatic impact equipment, saws, and tractors. To ascertain worst-case noise impacts at sensitive receptor locations, construction noise was modeled by introducing the noise level associated with the finishing phase of a typical development project to the ambient noise level. Noise from construction-related activities are anticipated to exceed the significance threshold at each sensitive receptor location. This would result in a short-term significant noise impact.</p> <p>The proposed improvements to the Fire and Police Facility would not increase the duration or frequency of existing noise sources, such as sirens. With the proposed project, the predominate noise source would be associated with increased vehicular traffic, as the project is forecasted to generate a net</p>	<p>The following mitigation measures are recommended to reduce noise impacts during the construction phases of the proposed project:</p> <ul style="list-style-type: none"> <li>• Use noise control devices, such as equipment mufflers, enclosures, and barriers.</li> <li>• Erect a temporary sound barrier of no less than six feet in height around the construction site perimeter before commencement of construction activity. This barrier shall remain in place throughout the construction period.</li> <li>• Stage construction operations as far from noise sensitive uses as possible.</li> </ul>	<p>Although implementation of the construction mitigation measures will reduce noise impacts, construction noise impacts will remain significant and unavoidable. This impact will be short-term and temporary, lasting the duration of the construction period.</p>

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>increase of 3,442 daily vehicle trip ends. As such, the greatest impacts are anticipated to occur at sensitive receptor locations adjacent roadways substantially affected by the proposed project. As shown in <b>Table 29, below</b>, the project is anticipated to increase the CNEL by 1 dBA at most receptor locations and have a negligible effect at others. More importantly, the CNEL would remain within the "conditionally acceptable" range of 55 - 70 dBA for residential neighborhoods as defined by the California Department of Health Services' Office of Noise Control (DHS). Thus, operational noise impacts resulting from implementation of the Proposed Project would have a less-than-significant impact on noise sensitive uses.</p> <p>The Proposed Project has a potential to generate "nuisance noise" from day-to-day activities. Noise impacts associated with the Town Square area of the project, with increase pedestrian activity and outdoor dining facilities, would be limited because the area would be mostly enclosed by surrounding buildings. In addition, the existing City Noise Ordinance places restrictions on allowable duration, frequency, and time of day that nuisance noise events can take place. Therefore, no significant impacts associated with nuisance noise are anticipated from project operations.</p>	<ul style="list-style-type: none"> <li>• Avoid residential areas when planning haul truck routes.</li> <li>• Maintain all sound-reducing devices and restrictions throughout the construction period.</li> <li>• When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).</li> <li>• When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.</li> <li>• Adjacent residents shall be given regular notification of major construction activities and their duration.</li> <li>• A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.</li> </ul>	
<p><b>POLICE PROTECTION</b></p> <p>Implementation of the proposed project will result in increased activity on the project site, which could create a greater demand for police protection services. The Civic Center portion of the project will involve reconstructing the existing Police and Fire Department Facilities. The new Public Safety</p>	<ul style="list-style-type: none"> <li>• Prior to the issuance of building permits, project site plans should be subject to review by the MBPD and MBFD. All recommendations made by the MBPD and MBFD relative to public safety (e.g. emergency access) should be incorporated into conditions of project approval</li> </ul>	<p>Project impacts on public safety would be less than significant before and after mitigation.</p>



Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>Facility will include the following police serving functions; improved service areas to enhance service to residents and visitors, additional room for current and future crime fighting technologies and crime prevention programs, and an underground firing range.</p> <p>With an increased on-site population, demands upon police services are naturally expected to increase to some extent. However, because the commercial project will be developed adjacent to the Public Safety Facility, the response time would be immediate should an emergency arise on site or within the immediate project vicinity. In addition, the level of police presence on site would in itself deter criminal activities. According to MBPD, the proposed project would not have a negative impact on police response times. The project would incorporate police protection features into the site design (e.g., lighting, landscaping, building design, etc.). It is not anticipated that the increase in the number of employees and visitors associated with the project would substantially increase the requirement for services from the MBPD.</p> <p>Parking is proposed to be provided on-grade and below grade for Police Department, Fire Department and Public Library functions, and for Civic Center public and staff. The subterranean parking garage(s), which due to limited visibility from the general public at street level, could increase the risk to public safety. The project's subterranean parking has been a major consideration throughout the design and planning phases of the proposed project. However, it is one that can be</p>	<p>(i.e., Master Use Permit or Development Agreement).</p> <ul style="list-style-type: none"> <li>• Prior to the approval of the final site plan and issuance of each building permit, the project applicant shall submit plans to the MBPD for review and approval for the purpose of incorporating safety measures in the project design, including the concept of crime prevention through environmental design (i.e., building design, circulation, site planning, and lighting of parking structure and parking areas). Design considerations should include an evaluation of electronic surveillance systems, emergency call boxes and lighting systems in addition to architectural elements that allow direct vertical and horizontal views outside of the structure.</li> <li>• The provision of an on-site valet attendant and/or patrol by private security officers during operation of the project shall be considered at peak parking demand times, as needed. This mitigation measure shall be incorporated into the conditions of project approval (i.e., Master Land Use Permit or Development Agreement) at the discretion of the City Council.</li> </ul>	

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>mitigated through heightened security measures during the on-going operation of the project. Therefore, project impacts on police protection service would be less than significant.</p>		
<p><b>RISK OF UPSET</b></p> <p>Historical soil contamination on the proposed Metlox site has been remediated, and a closure report has been issued for the site. The project site is not located on the UST Cleanup Fund Program Revised Priority List or the Leaking Underground Storage Tank Information System (LUSTIS) List that records sites known to generate, store, or be contaminated with hazardous materials.</p> <p>Due to the age of the Civic Center buildings being demolished, ACMs, lead based paint, and PCBs may be located in the existing structures. Should on-site structures containing such materials be demolished or renovated without proper stabilization and/or removal methods in accordance with applicable laws and regulations, ACMs, lead based paint, and PCBs could potentially be released into the environment which could represent a significant environmental impact.</p> <p>The MBFD utilizes an above ground storage tank (AST), containing diesel which is used to fuel the department's vehicles. This AST would be removed during demolition of the existing on-site uses and replaced during project construction. The AST would be handled in compliance with all applicable rules and regulations to ensure risk of upset is minimized.</p>		
	<p>Potential impacts associated with the release of potentially hazardous substances during demolition activities can be mitigated to a level of insignificance by the following mitigation measure:</p> <ul style="list-style-type: none"> <li>Comprehensive surveys for asbestos containing materials (ACMs), lead based paint, and Poly Chlorinated Biphenyls (PCBs) shall be conducted by a registered environmental assessor for each existing on-site structure to be demolished or renovated under the proposed project. ACMs, lead based paint, or PCBs found in any structures shall be stabilized and/or removed and disposed of in accordance with applicable laws and regulations including, but not limited to, SCAQMD Rule 1403 and Cal OSHA requirements.</li> </ul>	<p>With implementation of the listed mitigation measure, project impacts regarding risk of upset would be reduced to levels of insignificance.</p>

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>With the exception of common household cleaning solvents and supplies, the proposed project does not include the use, storage, creation or disposal of large quantities of hazardous materials. The storing and or using of such materials in small quantities would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations.</p>		
<b>TRANSPORTATION / CIRCULATION</b>		
<p>The Project Traffic Study assessed project-related traffic impacts during three representative time periods out of the year: AM/PM peak hour winter weekdays; AM/PM peak hours summer weekdays; and Saturday/Sunday summer weekends. Project impacts for each of these time periods is summarized as follows:</p>	<p>The following traffic mitigation measures are intended to address project impacts, as well as improve traffic conditions throughout the area.</p> <ul style="list-style-type: none"> <li>▪ <b>Highland Avenue &amp; 15th Street</b> -Widen Highland Avenue north of 15th Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.</li> <li>▪ <b>Highland Avenue &amp; 13th Street</b> -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13th Street to a one-way eastbound scheme is another option.</li> </ul>	<p>With implementation of the mitigation measures, no unavoidable significant impacts would occur during the Winter Weekday time period. However, significant impacts are expected to remain at one intersection during summer weekdays (i.e., at Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue) and one intersection during summer Sundays (i.e., Manhattan Beach Boulevard at Highland Avenue).</p>
<p><b>Winter Weekdays.</b> The proposed project would result in significant traffic impacts during winter weekdays at the following three intersections:</p> <ul style="list-style-type: none"> <li>▪ Highland Avenue and 15th Street (PM peak hour),</li> <li>▪ Highland Avenue and 13th Street (PM peak hour), and</li> <li>▪ Manhattan Beach Boulevard and Sepulveda Boulevard (PM peak hour).</li> </ul>		<p>It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over ¾ (or approximately 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.</p>
<p>During the winter months, the addition of project volumes would result in a level of service change at three additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not</p>		

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>considered to be significant. The level of service will remain the same at all other study intersections during winter weekdays.</p> <p><b>Summer Weekdays.</b> During summer weekdays, the project would result in significant impacts at the following two intersections:</p> <ul style="list-style-type: none"> <li>Highland Avenue and 15th Street (PM peak hour), and</li> <li>Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (AM &amp; PM peak hours).</li> </ul> <p>The addition of project volumes would also result in the level of service change at five additional intersections. The incremental change in the CMA value for those intersections, however, is minimal and the impact is not considered to be significant.</p> <p><b>Summer Weekends.</b> During summer weekends the project would result in significant traffic impacts at the following four intersections:</p> <ul style="list-style-type: none"> <li>Highland Avenue and 15th Street (AM &amp; PM peak hours),</li> <li>Manhattan Beach Boulevard and Highland Avenue (PM peak hour),</li> <li>Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (PM peak hour), and</li> </ul>	<ul style="list-style-type: none"> <li><b>Highland Avenue and Manhattan Beach Boulevard</b> - Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening requires the acquisition of additional right-of-way and the removal of existing amenities. This improvement would be subject to the approval of the City Council as it may not be feasible.</li> <li><b>Manhattan Beach Blvd. &amp; Sepulveda Blvd.</b> -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.</li> <li><b>Manhattan Beach Blvd. &amp; Valley Drive/Ardmore Ave.</b> -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.</li> </ul>	

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>▪ Manhattan Beach Boulevard and Sepulveda Boulevard (AM &amp; PM peak hours).</p> <p>The addition of project volumes would also result in the level of service change at the following five additional intersections. However, the incremental change in the CMA value for those intersections is minimal and the impact is not considered to be significant.</p> <p><b>Neighborhood Traffic.</b> No significant traffic impacts are expected on the neighborhood streets surrounding the project site. Alternative "cut-through" routes in the immediate project vicinity east of the project site are confusing and do not provide an attractive or easier alternative to main travel routes. The neighborhood streets surrounding the project site to the east are located on terrain with multiple elevation changes and narrow roadways which do not facilitate a clear "cut through" path towards the project site.</p> <p><b>Regional Transportation System.</b> Traffic impacts at the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue, fall well below the 50-trip threshold requiring an analysis. In addition, no more than 20 project peak-hour trips in one direction are expected to be added to any freeway mainline segment, which is significantly less than the 150-trip threshold requiring an analysis. Therefore, no further CMP analysis was performed.</p> <p><b>Parking Availability.</b> Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking structures will serve both developments as well as provide additional parking for</p>	<p><b>Parking.</b> Although the proposed project will meet the shared parking demand anticipated for the planned development, the</p>	

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>the downtown Manhattan Beach area. In total, at least 562 parking spaces will be provided on site, of which 446 would be available for use by the public.</p> <p>The shared parking analysis indicates that the project would produce a peak (maximum) parking demand of approximately 528 spaces at about 2:00 PM on "winter" weekdays. Peak summer weekday parking would occur at noon, but would be less at approximately 511 spaces. As the shared parking demand analysis indicates, the 562 parking spaces proposed by the project will provide sufficient parking on-site to meet its expected maximum parking demands, even though it does not provide Code-required parking. Further, the site will provide an excess of 300 parking spaces available for public parking during the most critical time period for the area, Summer Weekends. No significant parking impacts are anticipated to occur with development of the project.</p>	<p>following parking mitigation measures are recommended to further increase parking availability and reduce traffic congestion on the project site and to promote shared parking within the Downtown Commercial District:</p> <ul style="list-style-type: none"> <li>▪ Valet parking operations should be considered during peak demand times, as needed. Valet parking operations should utilize tandem parking methods within the parking garage(s) to increase parking availability for the project site.</li> <li>▪ Employee parking programs shall be considered for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options include the consideration of satellite parking programs and/or providing tandem parking stalls designated for employees only.</li> </ul>	
<b>HYDROLOGY/WATER QUALITY</b>		
<p>Grading and excavating activities during construction would have the potential to result in soil erosion or discharge of sedimentation, which could degrade the quality of water in the Santa Monica Bay. All construction activities for the project would be required to implement effective BMPs to minimize water pollution to the maximum extent practicable. As required by law, final drainage plans would be required to provide structural or treatment control BMPs to mitigate (infiltrate or treat) storm water runoff using the methods discussed previously in this Section. Mandatory compliance with such requirements would ensure BMPs would be implemented during the construction phase to effectively minimize excessive soil erosion and sedimentation and</p>	<ul style="list-style-type: none"> <li>• The project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharge. Such compliance shall include submittal of a drainage plan to the City of Manhattan Beach Department of Public Works in accordance with the minimum applicable requirements set forth in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP).</li> <li>• Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and</li> </ul>	<p>With implementation of the mitigation measures listed above, project impacts on hydrology (surface water runoff and drainage) and water quality would be less than significant.</p>

Project Impacts	Mitigation Measures	Impacts After Mitigation
<p>eliminate non-storm water discharge off-site. BMPs are included as project mitigation measures to ensure potentially significant impacts would be reduced to less than significant levels. Therefore, project impacts on water quality resulting from erosion and siltation would be less than significant.</p> <p>Operation of the proposed project would generate substances that could degrade the quality of water runoff. The washing and cleaning of restaurant equipment/accessories outdoors and the deposition of certain chemicals by cars on parking lot surfaces could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the project must comply with water quality standards and wastewater discharge requirements. Compliance with existing regulations would reduce the potential for water quality impacts to a less than significant level.</p> <p>Development of the proposed project would increase the amount of impervious surface on the site by approximately 20 percent. The additional stormwater entering the drainage system is anticipated to result in an increase comparable to the increase in impervious surface area of the site. This increase is not anticipated to significantly impact the capacity of the storm drain infrastructure serving the project locale. According to the Public Works Department, the storm drain system serving the site could accommodate this increase. Thus, project impacts on storm drain system capacity would be less than significant.</p>	<p>alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition to reducing runoff volumes, due to infiltration into the soil, landscaped areas may also filter some pollutants from stormwater, such as particulate matter and sediment.</p>	





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### III. PROJECT DESCRIPTION

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#### LOCATION AND BOUNDARIES

The City of Manhattan Beach is located in the South Bay region of Los Angeles County, California, approximately 2 miles south of the Los Angeles International Airport (LAX). Manhattan Beach is bounded by the cities of El Segundo to the north, Hermosa Beach to the south, Hawthorne and Redondo Beach to the east (see Figure 3, Regional Location Map, on page 30). The project site is located at the corner of Manhattan Beach Boulevard and Valley Drive, which provides an important gateway into the City's Downtown commercial area. Within the downtown area, the project site incorporates a portion of the existing Civic Center site and the former Metlox Pottery site. The Civic Center site occupies approximately 4.77 acres (or 208,200 square feet) and includes the Police and Fire Department buildings, the Public Library building, and the Civic Center surface parking lot.<sup>3</sup> No changes to the City Hall building are proposed under this proposal and is therefore, not considered a part of this project. The former Metlox Pottery site occupies roughly 3.23 acres (or 141,121 square feet), including the entire area from Manhattan Beach Boulevard, extending just beyond 13<sup>th</sup> Street between Valley Drive and Morningside Drive, excluding the H20 property at the corner of Manhattan Beach Boulevard and Morningside Drive.<sup>4</sup>

Altogether, the entire project site consists of approximately 8 acres (or 349,321 square feet). The boundaries of the entire project site are generally defined by 15th Street on the north, Valley Drive on the east, Manhattan Beach Boulevard on the south, and Highland Avenue and Morningside Drive and on the west. The project's boundaries are depicted in Figure 4, Vicinity Map, on page 31.

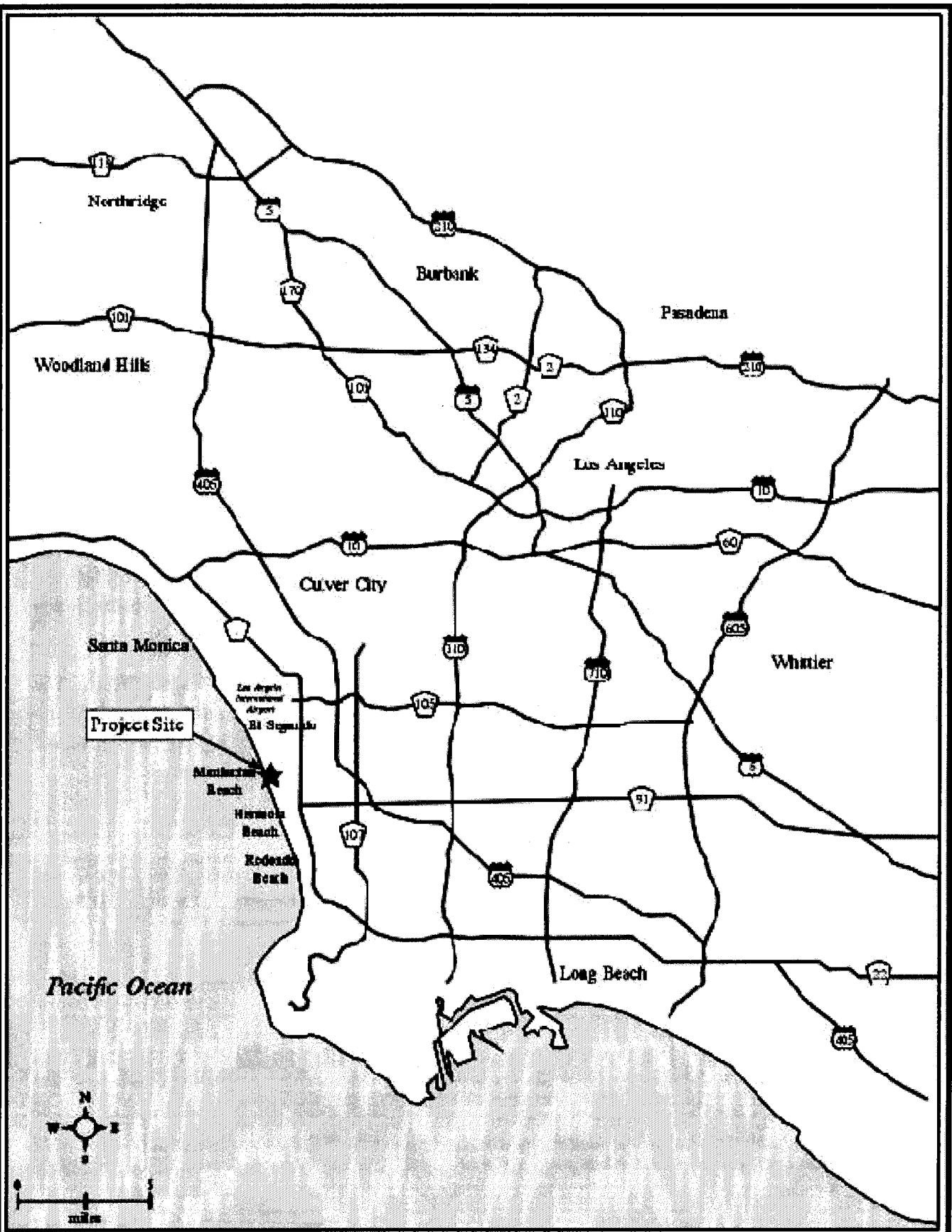
#### PROJECT CHARACTERISTICS

The proposed Civic Center/Metlox Development consists of a partial redevelopment of the Civic Center site including the demolition and reconstruction of the Police and Fire Department facilities and Public

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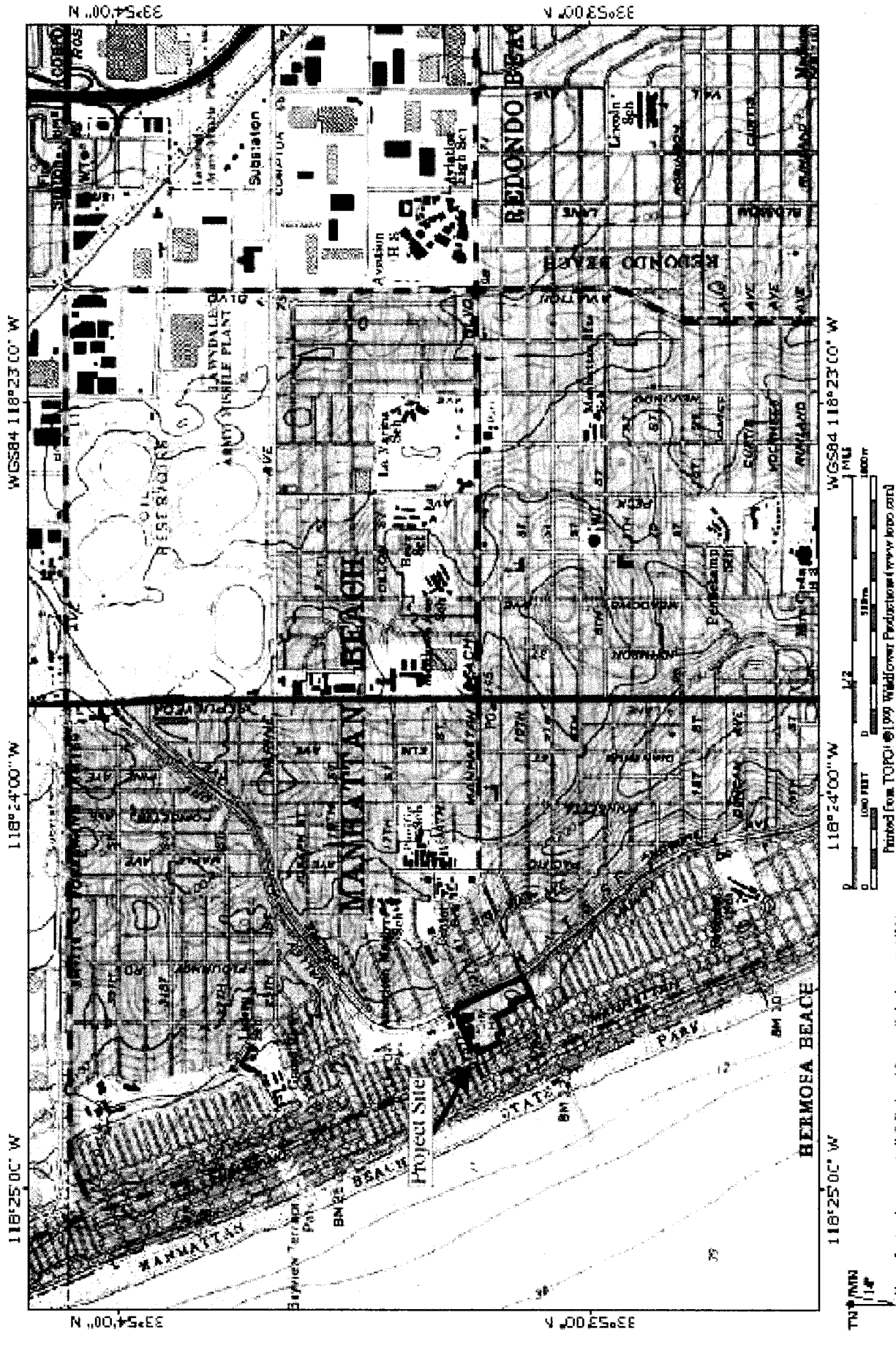
<sup>3</sup> The lot area for the Civic Center site is based on area calculations from The City of Manhattan Beach Topographic Map (Map Sheets 12 and 8), Public Works Department, City of Manhattan Beach, California (scale 1"=100'). This area calculation excludes the City Hall building footprint area.

<sup>4</sup> The buildable lot area for the Metlox property is approximately 95,700 square feet or 2.19 acres. The buildable lot area does not include public rights of way (i.e., the 13<sup>th</sup> Street dedication, alleys, sidewalks, etc.).



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Figure 3  
Regional Location Map



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Figure 4  
 Vicinity Map

Library Building and the new development of an adjacent mixed-use commercial project (i.e., Metlox Development). The two sites are contiguously located (north/south) and provide an opportunity to integrate the public and private developments into a single project. The schematic ground floor plan for the proposed project is depicted in Figure 5, Conceptual Site Plan, on page 33.

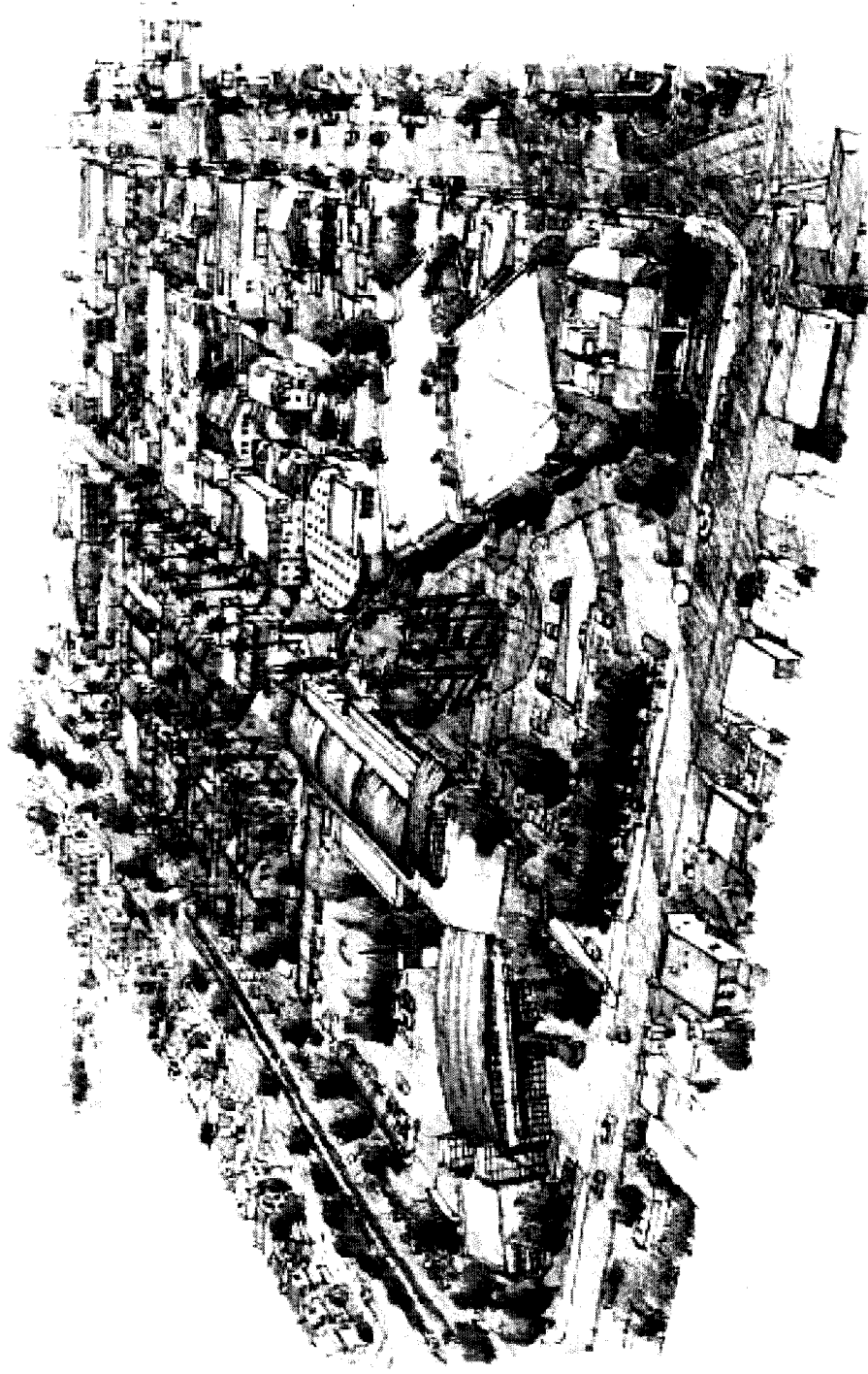
### **Civic Center / Public Safety Facilities**

The Civic Center portion of the project will involve a complete demolition and reconstruction of the existing Police and Fire Department Facilities. Due to the age and condition of the existing structures, the Fire Department building (10,568 square feet) and Police Department building (20,000 square feet) will be entirely demolished and reconstructed on-site. The facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot combined Police and Fire Department public safety facility incorporating all administrative and operational functions of these departments. The net increase in developed floor area over existing conditions will be approximately 26,432 square feet. The proposed structure is intended to accommodate the spatial and modernization needs of both departments and will not involve any staffing or personnel increases.

The Civic Center also includes reconstruction of the existing Public Library building. The existing Public Library (12,100 square feet) will either be added on to or demolished and reconstructed with a new Public Library and Cultural Arts Center. Upon completion, the proposed Library and Cultural Arts Center will consist of an approximate 40,000 square foot structure with roughly 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center. The Library will contain reference materials and periodicals for children through teens to adults, meeting and reading rooms, and restrooms for the community and offices for staff. The Cultural Arts Center will contain a stage for live community performances, dressing rooms, lobby, offices, kitchenette, restrooms, and exhibition space.

A conceptual rendering of the Civic Center site is depicted in Figure 6, Illustrative Aerial Perspective From 15<sup>th</sup> Street, on page 34. It is important to note that Figure 6 represents a conceptual image of the project design features, and the architectural features are not exact. This image is only intended to provide a visual concept of the site plan design.





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Figure 6  
Illustrative Aerial Perspective  
From Fifteenth Street

**Table 2**  
**Civic Center/Metlox Development Project**  
**Summary Of Proposed Uses**

<b>Proposed Uses</b>	<b>Existing Development (sq. ft.)</b>	<b>Proposed Development (sq. ft.)</b>	<b>Net Increase (sq. ft.)</b>
<b>Civic Center Site</b>			
Fire Department	10,568	57,000 (combined)	26,432
Police Department	20,000		
Public Library	12,100	30,000	17,900
Cultural Arts Center	0	10,000	10,000
<b>Sub-Total</b>	<b>42,668</b>	<b>97,000</b>	<b>54,332</b>
<b>Metlox Commercial Development Site</b>			
Restaurants	N/A	6,400	6,400
Retail (misc.)	N/A	18,500	18,500
Bakery	N/A	2,168	2,168
Nursery Garden Store	N/A	2,500	2,500
Commercial Office	N/A	26,411	26,411
Day Spa	N/A	3,000	3,000
Inn (+/-40 rooms)	N/A	30,780	30,780
<b>Sub-Total</b>	<b>0</b>	<b>89,759</b>	<b>89,759</b>
<b>TOTAL</b>		<b>186,759</b>	<b>144,091</b>

### **Metlox**

The Metlox project consists of a mixed-use commercial development with subterranean parking, including some above-grade surface parking on the proposed 13<sup>th</sup> Street extension. The total floor area proposed is approximately 90,000 square feet comprised of retail, restaurant, a 40-room Bed and Breakfast lodging component, and office uses. The preliminary design envisions one- and two-story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square. Some of the identified feature elements of the proposal include a Gateway Plaza, a Town Square, a Lookout Tower, outdoor dining and a bed and breakfast style inn.

As identified in the Design and Development Proposal submitted to the City by the Tolkin Group, the vision for the development of the Metlox block is to create a natural extension of Downtown Manhattan Beach while sensitively making the transition from commercial uses to the adjoining residential and

Civic Center uses. The Metlox development is seeking to provide a mix of local serving uses that will compliment the existing Downtown uses.

Approximately 30,000 square feet of the Metlox area is proposed to be devoted to public open space. Such space will include the Gateway Plaza, the Town Square, paseos and a sculpture garden. The Town Square will include a Lookout Tower element to offer public views of the pier, beach, ocean and other local landmarks in the Downtown area. An additional open space courtyard is proposed as a garden area for the proposed bed and breakfast inn.

An important aspect of this project is the pedestrian linkage between the Metlox Development and the Civic Center. Pedestrian circulation is designed to flow between the two sites providing a strong integration of the different land uses. Pedestrian circulation within the Metlox Development is centered around a "Town Square." This public space may have a pre-approved set of activities that could be programmed for the Town Square on a regular basis. Pedestrian circulation around the site will be provided by sidewalks located contiguous to the perimeter streets (Valley Drive, Manhattan Beach Boulevard, Morningside Drive and 13th Street).

A conceptual rendering of the Metlox and Civic Center site is depicted in Figure 7 on page 37. It is important to note that Figure 7 represents a conceptual image of the project design features and the architectural features are not exact. This image is only intended to provide a visual concept of the site plan design.

### ***Town Square Programming***

The Metlox development will incorporate a "Town Square" atmosphere to provide a vibrant, interesting, interactive place for residents of Manhattan Beach to congregate, experience culture and have fun. This public space would have a pre-approved set of activities that could be programmed on the Town Square on a regular basis. The Town Square is anticipated to include decorative hardscape, landscaping (including trees and grass) fountains, a play area, public art, street furniture (including benches and tables, and chess or checkerboard sets). Possible activities and uses for the Town Square may include:

- **Patio Dining for Restaurants.** Estimated to be approximately 600 sq. ft. per each of two restaurants, or 1,200 sq. ft. In addition, the Bakery and Ice Cream store will have approximately 300 sq. ft. each, or 600 sq. ft. of outside seating for their customers.



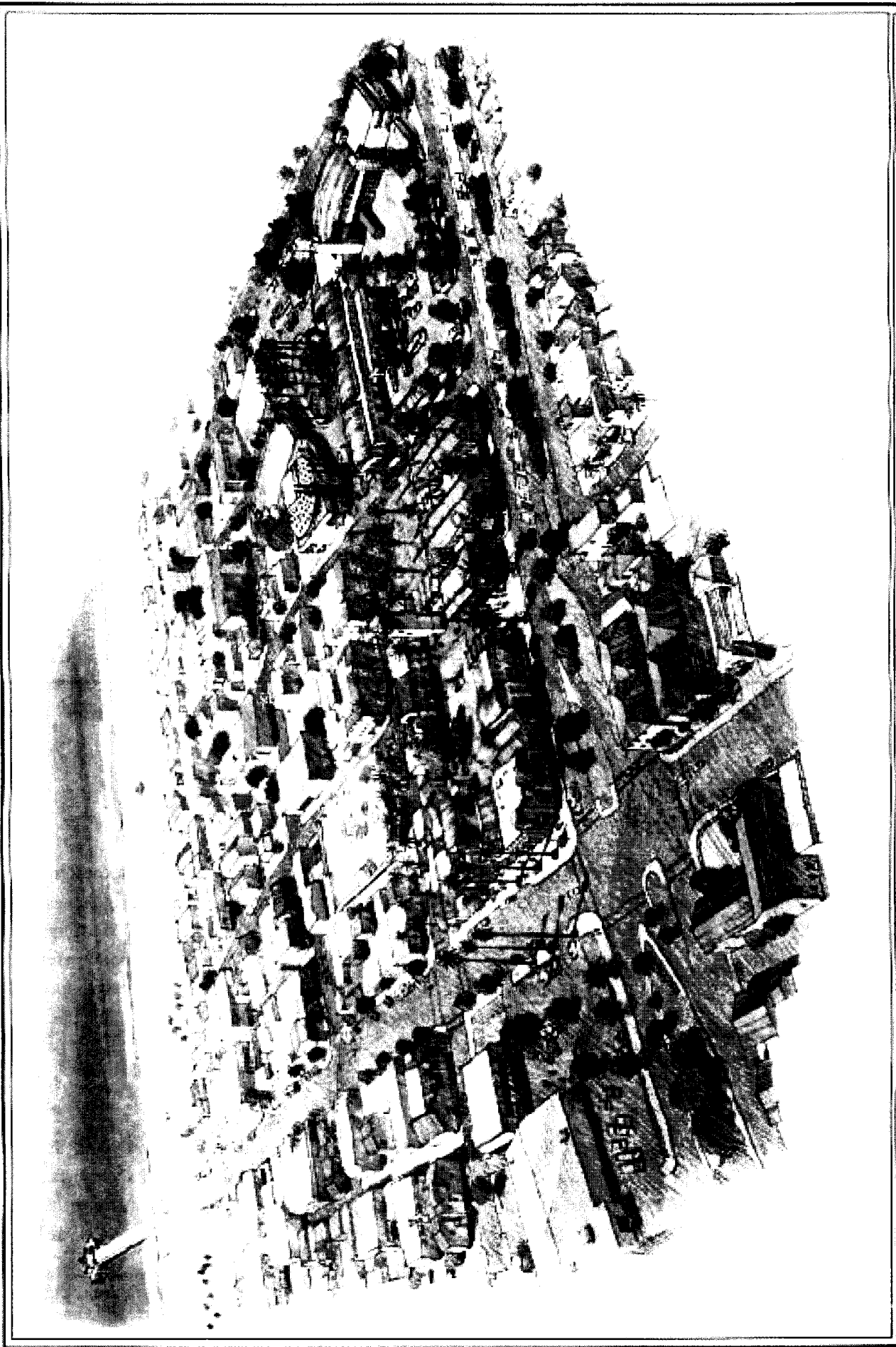


Figure 7  
Illustrative Aerial Perspective  
From Manhattan Beach Boulevard & Valley Drive

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- **Live Music and Performance on the Square.** Music would likely include light Jazz, Classical, Swing or World Music during weekend day and evening hours; performance might include poetry and readings. Music would likely be performed without a stage or in some less frequent instances with a moveable temporary stage. Activities would be seasonal, depending on weather conditions and would most likely occur on weekends and on Friday evenings.
- **Children's Story-Time Readings on the Square.** Readings would likely be performed without a stage or in some less frequent instances with a moveable temporary stage. Activities would be seasonal, depending on weather conditions and would most likely occur on weekends, but may include some weekday mornings.
- **School Performances.** Such activities would include student plays and music performances which would be performed either without a stage or with a moveable temporary stage. Activities would be seasonal, depending on weather conditions and would most likely occur on weekday afternoons and evenings, and weekends.
- **Street Performers/Clowns/Face Painting on the Square.** Activities would likely be performed without a stage. Activities would be seasonal, depending on weather conditions and would most likely occur on weekends only.
- **Farmer's Market.** A Farmer's Market might include arts and crafts in addition to typical fresh fruits and vegetables, cheeses, fish, meat and poultry. Activities would be seasonal, depending on weather conditions and would most likely occur one day per week, which day would be selected in conjunction with downtown merchants.

### **Parking and Vehicular Access.**

The proposed parking will serve both the Civic Center and Metlox developments and may be designed to provide surplus parking for the downtown area. This opportunity to provide shared parking between the public and private components is a major consideration in the proposed design. The Civic Center functions, normally occurring between 8 a.m. to 5 p.m. (except for 24 hour-a-day public safety functions), provides an opportunity to allow usage of Civic Center parking facilities after work hours and on weekends. This is similar to the current arrangement at the Civic Center, which opens employee parking to the general public after 5 p.m.

#### ***Civic Center***

Access to public parking will be provided via 15<sup>th</sup> Street and one location off of Valley Drive. The public driveway at 15<sup>th</sup> Street, adjacent to the City Hall Building, will provide access to surface parking, as well as access to below grade parking via a driveway ramp located within the interior of the surface parking lot. An additional subterranean parking driveway will be provided on 15<sup>th</sup> Street

adjacent to the proposed Public Safety Facility for secured parking. The subterranean level will provide 116 secure parking spaces for Police/Fire functions and 87 spaces for Civic Center public and staff. The on-grade parking provides 61 secure spaces for Police/Fire and 86 spaces for Civic Center public and staff parking. The total number of spaces provided for the Civic Center is 350 (203 subterranean and 147 on-grade).

### ***Metlox***

The Metlox Development will include the code-required parking based on a shared use parking demand analysis. Required parking will be provided by a subterranean parking garage as well as surface parking. It is estimated that a total of 212 spaces will be required. Access driveways to the parking garage will be provided via Morningside Drive and Valley Drive. Service and delivery vehicles will be able to access the site from Valley Drive, 13<sup>th</sup> Street, and Morningside Drive. Morningside Drive between Manhattan Beach Boulevard and 13<sup>th</sup> Street is proposed to be restricted to a one-way street to allow for northward bound traffic only to alleviate congestion at the intersection of Morningside Drive and Manhattan Beach Boulevard. Valley Drive is currently a one way street in the vicinity of the project site.

The project includes a proposal to create a two-way thoroughfare on Valley Drive between 15<sup>th</sup> Street and 13<sup>th</sup> Street to alleviate congestion at the intersection of Valley Drive and Manhattan Beach Boulevard. Valley Drive currently provides two southbound only lanes in this vicinity. The project also includes the extension of 13th Street for vehicular traffic to provide through vehicular access from Highland Avenue to Valley Drive. This extension will include approximately 20 on-street parking spaces.

## **STATEMENT OF PROJECT OBJECTIVES**

As addressed above in the summary of on site uses, the current Police and Fire Department Facilities and Public Library building are considered to be overcrowded and functionally deficient. The proposed project provides an opportunity to integrate the two sites in a way that will create a small town community-oriented environment while at the same time improving the economic viability of the Downtown area through utilization of an underutilized property. As such, the following objectives have been identified for the Civic Center/Metlox Development project:

- To provide an introduction and gateway to the Downtown area;
- To replace undersized, functionally deficient buildings and to increase operational effectiveness of the Civic Center Public Safety Facilities;
- To replace a previous industrial use (the Metlox Potteries Plant), with a low-scale commercial development, which is compatible with the existing Downtown commercial area;

- To integrate the City of Manhattan Beach Civic Center with a low scale-community oriented commercial development;
- To provide a vibrant, interesting, interactive place for residents of Manhattan Beach to congregate, experience culture and have fun;
- To develop a Public Safety Facility, which houses and coordinates the activities of the police and fire departments in one facility;
- To incorporate open space areas (such as plazas and courtyards) and landscaping to the maximum extent feasible;
- To promote strong integration with the remainder of downtown including pedestrian orientation, a public plaza and/or other public uses;
- To integrate public parking at the site and promote shared parking operations between the two sites, as appropriate;
- To keep new commercial development at a low-scale and is architecturally compatible with the Downtown area; and
- To provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses, and;

## **REQUESTED DISCRETIONARY ACTIONS**

The proposed project will require discretionary approval by the City of Manhattan Beach City Council and the City Planning Commission. The project would undergo one of the following discretionary plan approval processes:

- Development Agreement, plus
  - a local coastal permit, and
  - a height variance for the tower element; or
- Master Land Use Permit, plus
  - a local coastal permit, and
  - a height variance for the tower element.

## REVIEWING AGENCIES

### State Agencies

The Governor's Office of Planning and Research has identified the agencies listed below as potential responsible agencies for the proposed project. As such, each of the agencies listed below have been notified that an EIR is being prepared for this project and have been requested to provide comments and feedback on the project, as applicable, with regards to their regulatory authority. Each of the following agencies will receive a copy of the Draft EIR for administrative review during the public review period.

- California Department of Transportation-Caltrans District 7;
- California Department of Fish and Game;
- Regional Water Quality Control Board, Los Angeles Region 4;
- The Resources Agency;
- California Coastal Commission;
- Department of Conservation;
- Department of Parks and Recreation, Resource Management Division;
- Native American Heritage Commission; and
- State Lands Commission;
- California Highway Patrol, Office of Special Projects.

### Regional Agencies

The following regional agencies listed below have been identified as having legal jurisdiction over all or part of the proposed project. The agencies listed below have been requested to provide feedback on the project with regards to their respective legal authority. Each of the following agencies will receive a copy of the Draft EIR for administrative review during the public review period:

- County Sanitation Districts of Los Angeles County; and
- South Coast Air Quality Management District.

### Local Agencies

The local agencies listed below have been identified as having legal jurisdiction over all or part of the proposed project. The agencies listed below have been requested to provide feedback on the project

with regards to their respective legal authority. Each of the following agencies will receive a copy of the Draft EIR for administrative review during the public review period.

- City of Manhattan Beach Police Department;
- City of Manhattan Beach Fire Department;
- City of Manhattan Beach Public Works Department; and
- City of Manhattan Beach Community Development Department.

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## IV. OVERVIEW OF THE ENVIRONMENTAL SETTING

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### EXISTING ENVIRONMENTAL CONDITIONS

#### Civic Center

The City's 1997 population is approximately 34,000 with an area of 2.27 square miles. The City is characterized as a residential beach community with approximately 2 miles of ocean frontage. The City's predominant commercial corridors are located along Sepulveda Boulevard, Rosecrans Avenue, Manhattan Beach Boulevard, Highland Avenue, and Manhattan Avenue.

The Civic Center site comprises the northern portion of the project site and is bounded by 15th Street to the north, Highland Avenue to the west, and Valley Drive to the east. The southern boundary of the Civic Center site is contiguous to the northern portion of the Metlox Property, which generally conforms to 13th Street. The Civic Center/Public Safety Facility site occupies approximately 4.0 acres of the entire project site area and includes the existing Fire Department, Police Department and Public Library Building and surface parking lot. Since no changes to the City Hall building are proposed under this project, that area of the Civic Center is excluded from the project.

The Civic Center property is located within the "PS" zoning district and is designated as a "Public Facility" by the City of Manhattan Beach General Plan and Local Coastal Program. The current Civic Center uses are consistent with the General Plan and zoning designations.

The Manhattan Beach Police Department (MBPD) building, located at 420 15<sup>th</sup> Street, was originally constructed in 1958 and was designed to support 58 employees. The total size of the original structure was 10,637 square feet with approximately 10,000 square feet added since construction. The MBPD currently utilizes a modular trailer for office space and leases additional off-site office space within the main Post Office. The needs assessment prepared for the MBPD has identified a need for approximately 42,000 square feet of space, twice the size of the existing facility.

The City of Manhattan Beach Fire Department's (MBFD) Fire Station No. 1, located at 400 15<sup>th</sup> Street, was originally constructed in 1960 and totals 10,567 square feet. The function of the MBFD has changed considerably since 1960 with the addition of such programs as paramedics, hazardous materials, and urban search and rescue operations. These operational changes have necessitated the need for additional space. The needs assessment prepared for the MBFD has identified a need for approximately 16,250 additional square feet of functional support space.

The City of Manhattan Beach is currently a member of the Los Angeles County Public Library System which currently operates one library in the community. The Civic Center Public Library was

constructed in 1975 and contains a total of 12,100 square feet. The passage of recent State legislation (i.e., Proposition 14 - California Library Construction and Renovation Bond Act) provides the opportunity for communities to withdraw from the County system and use the tax dollars for the operation of an independent library. The American Library Association's recommended square footage for a community the size of Manhattan Beach is 25,000 square feet of library space.

The Civic Center provides 180 public parking spaces in the surface parking lot fronting the City Hall and Public Library building (including the rear lot of the Fire and Police Department buildings). Public parking lot 5, located to the south of the Public Library building on 13<sup>th</sup> Street provides an additional 40 public parking spaces. Altogether the Civic Center site provides a total of 220 parking spaces.

### **Metlox Site**

The commercial component of the project will be developed on the former Metlox Potteries Manufacturing Plant site. The site is located at the northwest corner of Valley Drive and Manhattan Beach Boulevard and provides a gateway to the Downtown area. The site lies adjacent to the south end of the Civic Center site and is generally bounded by Manhattan Beach Boulevard on the south, Morningside Drive on the west, Valley Drive on the east, and the Manhattan Beach Civic Center on the north. The former "H20" site, located at the northeast corner of Manhattan Beach Boulevard and Morningside Drive, is not a part of this project. The Metlox Pottery site occupies approximately three acres.

The property is located within the "CD" zoning district and is designated as a "Downtown Commercial" area by the City of Manhattan Beach General Plan and Local Coastal Program (LCP). The site is located within the City of Manhattan Beach Coastal Zone, subject to the provisions of the certified LCP. The proposed uses are consistent with the General Plan zoning designation and LCP.

Metlox Potteries operated a pottery manufacturing plant on the project site between 1927 and 1989. Between 1927 and 1971, the City of Manhattan Beach issued 25 building permits for new construction and additions on the Metlox site. The total square footage of these buildings were 49,865. The former Metlox Potteries Manufacturing Plant closed in 1976. The site was subsequently vacated and remediated and currently remains undeveloped. However, the northern portion of the site, contiguous to the Civic Center, is currently being used as a temporary surface parking lot, which provides approximately 125 public parking spaces. This parking lot was approved as a temporary use and was not intended nor approved to be utilized as a permanent parking area. The temporary nature of the lot was reflected in the conditions of approval attached to the use permit and coastal development permit.



### **Surrounding Land Uses**

The project site is located at the east entrance to the Downtown Manhattan Beach Area. The Downtown area is generally bounded by 15<sup>th</sup> Street to the north, 8<sup>th</sup> Street to the south, Ocean Drive to the west, and Valley Drive to the east. The commercial businesses in this area include eating and drinking establishments, service-oriented commercial uses, retail commercial shops, commercial offices and residential uses.

The project site is bordered by the Valley Drive/Ardmore Drive corridor to the east. The southbound only lanes of Valley Drive and northbound only lanes of Ardmore Drive are separated by a raised median. This raised median includes a pedestrian trail and is landscaped to provide a buffer and transition between the Downtown Commercial area and the residential neighborhoods to the east. Medium density residential uses are located on the north side of 15<sup>th</sup> Street, across from the Civic Center site.

### **RELATED PROJECTS**

Discussions with the City's Community Development Staff indicate no major development projects are proposed within the sphere of influence of the project area. Current construction projects in the vicinity of the proposed project are limited to individual single-family redevelopment and remodeling projects and other low scale infill developments. One related project is the H20 Master Use permit – at 401 Manhattan Beach Boulevard, which is adjacent to the Metlox property. The H20 Master Use Permit includes redevelopment of an existing 8,414 square foot building to provide 2,500 square feet for general office use and approximately 6,000 square feet for restaurants/banquet room. The other project, currently under construction, is a 3,448 square foot 2-story commercial building at 1100 Highland Avenue, which is replacing an existing residential use. Because these projects provide for the modernization of existing uses and will not substantially intensify the development patterns in the area, their contribution to cumulative growth would be considered negligible. Therefore, for purposes of addressing cumulative impacts, no major related projects were identified as related projects.



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## V. ENVIRONMENTAL IMPACT ANALYSIS

### A. AESTHETICS/VIEWS

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#### ENVIRONMENTAL SETTING

##### Aesthetics

This discussion focuses on the tangible elements of visual character of the project site and presents an objective means for comparing the before and after project construction scenarios. Many aspects of aesthetics, such as architectural design and materials, are normally subjective and oriented toward individual tastes and preferences. However, for purposes of this analysis, the architectural and design elements of the project are analyzed with respect to the Downtown Design Guidelines, which were adopted by the City to guide future development within the Downtown commercial area.

On June 2, 1998 the City Council adopted design guidelines for development within Downtown Manhattan Beach. The guidelines, known as the Downtown Design Guidelines, were developed in response to comments received from participants in the Downtown Strategic Action Plan. The Guidelines are applicable for all commercial development in the downtown area (i.e., the CD Zoning District). They are designed to be voluntary but are recommended for all new development and/or redevelopment of existing commercial structures. It is intended that architects and designers will use these guidelines as a guide to promote the community's desired design features in the City's Downtown area.

The Downtown Commercial designation applies only to the City's historic downtown, the area surrounding the intersection of Manhattan Beach Boulevard and Highland Avenue. A special designation was created in recognition of the importance of this area as a focus of community activity and service area for beach visitors. It also recognizes the special design constraints on development and the City's efforts to encourage a unified design theme in the area. The guidelines identified the following goals for the Downtown area:

- **Goal 1:** Preserve the small-town village character of downtown Manhattan Beach.
- **Goal 2:** Preserve and enhance the pedestrian orientation of Downtown Manhattan Beach.
- **Goal 3:** Protect and encourage streetscape amenities.

The Design Guidelines include the following specific recommendations for new development:

**1. Site Design**

- 1.1. Buildings on primary street frontages should be located immediately adjacent to sidewalks, except for areas that may be set back to accommodate outdoor dining, and other uses that are publicly accessible;
- 1.2. The first occupiable floor of non-residential development should be located at the sidewalk's general elevation; and
- 1.3. Driveways should be located on alley frontages in order to conserve existing on-street parking.

**2. Design Compatibility with Neighboring Development**

- 2.1. Compatibility with neighboring development should be given strong consideration in the design of new structures. The relationship between existing and new development should demonstrate contextual consistency and attempt to create positive relationships. The degree to which existing development should be considered will depend upon the following characteristics:
  1. Architectural quality of existing development; and
  2. Estimated tenure of existing development.
- 2.2. New development should compliment adjacent structures. Architectural diversity is encouraged, however common elements should be recognized. Elements, such as wall heights, eaves, parapets, awnings, entryways, and / or window styles could be adjusted to compliment adjacent development.

**3. Architectural Elements / Features**

- 3.1. Building elevations should be modulated through offset planes and masses, recessed or projecting windows and balconies, and extension of rooflines as shown in this example.
- 3.2. Second floors of a building should be modulated to reduce impacts on the streets and adjacent properties through vertical setbacks, arcades and terraces, and differentiation of building mass.
- 3.3. Second and higher floors of buildings should incorporate architecturally interesting elements such as recessed or well-defined window planters.
- 3.4. Changes in exterior materials should occur only in conjunction with changes in the building plane.

#### **4. Pedestrian Activity**

- 4.1. On larger width lots the inclusion of public plazas and courtyards can extend the continuity of pedestrian activity internally.
- 4.2. Well-defined entries at street-facing building elevations should be used to facilitate public access.
- 4.3. Long blank walls that lack pedestrian and visual interest along street frontages should be avoided. Planting areas, balconies, terraces, awnings, windows and other elements should be incorporated to break up street frontage facades.

#### **5. Landscaping**

- 5.1. Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities.
- 5.2. Landscaping should be designed to enhance and accentuate the architecture of the development.

#### **6. Signs**

In keeping with the desired pedestrian orientation of downtown Manhattan Beach, an important consideration is the design and location of building signage. This applies not only to new construction but with the change of tenants in existing structures as well. In many cases signage is treated as an afterthought and is not well integrated with the building design. Many aspects of signage detract from the pedestrian experience including incompatible size, color, materials, location, as well as the proliferation of signs at a single location. Specific development standards governing the size and location of signs are provided in Chapter 10.72 of the Manhattan Beach Municipal Code.

- 6.1. Signs should be designed at a scale appropriate to the desired village character of downtown.
- 6.2. The size and location of signs should be appropriate to the specific business.
- 6.3. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach.
- 6.4. Signs should not block, or obliterate, design details of the building upon which they are placed.

- 6.5. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.

## **Views**

As distinguished from aesthetics, views refers to visual access to on or off-site aesthetic resources, which may take the form of focal or panoramic viewpoints from particular vantages. The available viewshed, or visible landscape within a given field of view, is defined by landscaped elements that occupy a viewer's line-of-sight from a particular location. As a general rule, visual access is closely tied to topography and distance from the focal point, since views are usually obtained from elevated vantage points. Increase in elevation typically expands the field of view (affording panoramic vistas that span into the distance) and increase the distance from a focal point (which may diminish the influence of a focal point on an overall viewshed). Existing views may be obstructed or blocked by modification of the environment (e.g. grading, landscaping, building construction etc.). Conversely, modifications to the existing environment may create or enhance view opportunities.

A total of 22 public views were identified in the vicinity of the project site as potentially being affected by the proposed development. While it is virtually impossible to include each and every viewpoint that may be affected by the project, the views included in this analysis are most representative of the overall viewsheds available in the project vicinity. Together they represent the most prominent public views of the project site, as viewed from the approaching roadways. The location and view orientation for each of the selected views are depicted in Figure 8, Photograph Location Map, on page 50. Photographs depicting the views from these vantages are included in Figure 9 through Figure 19 on pages 51 through 61.

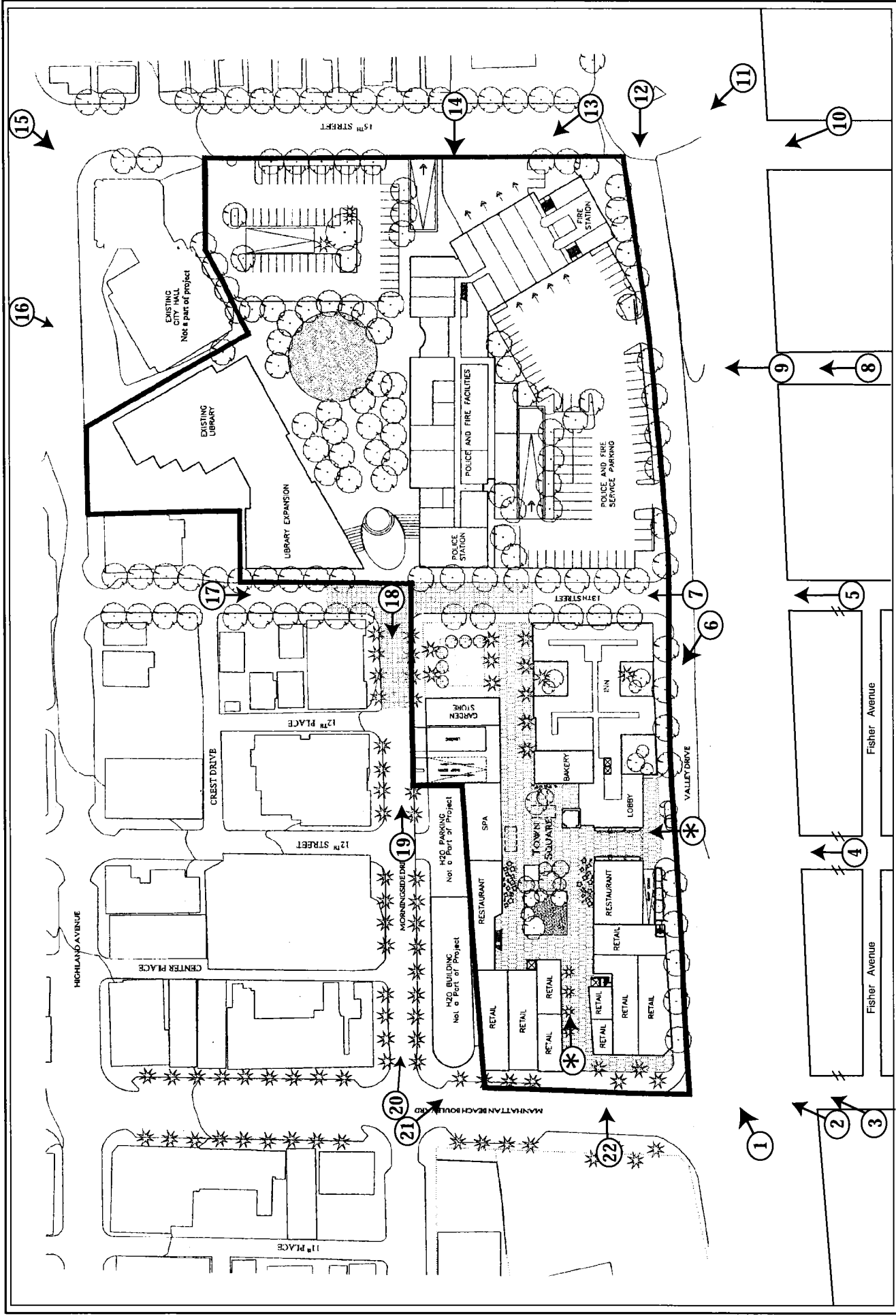
## **ENVIRONMENTAL IMPACT**

### **Thresholds of Significance**

The project would have a significant impact upon aesthetic resources, or available views if any of the following circumstances occur:

#### ***Aesthetic Resources***

The project introduces elements which would substantially detract from the existing valued aesthetic character of the area; and/or



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Figure 8  
 Photo Location Map

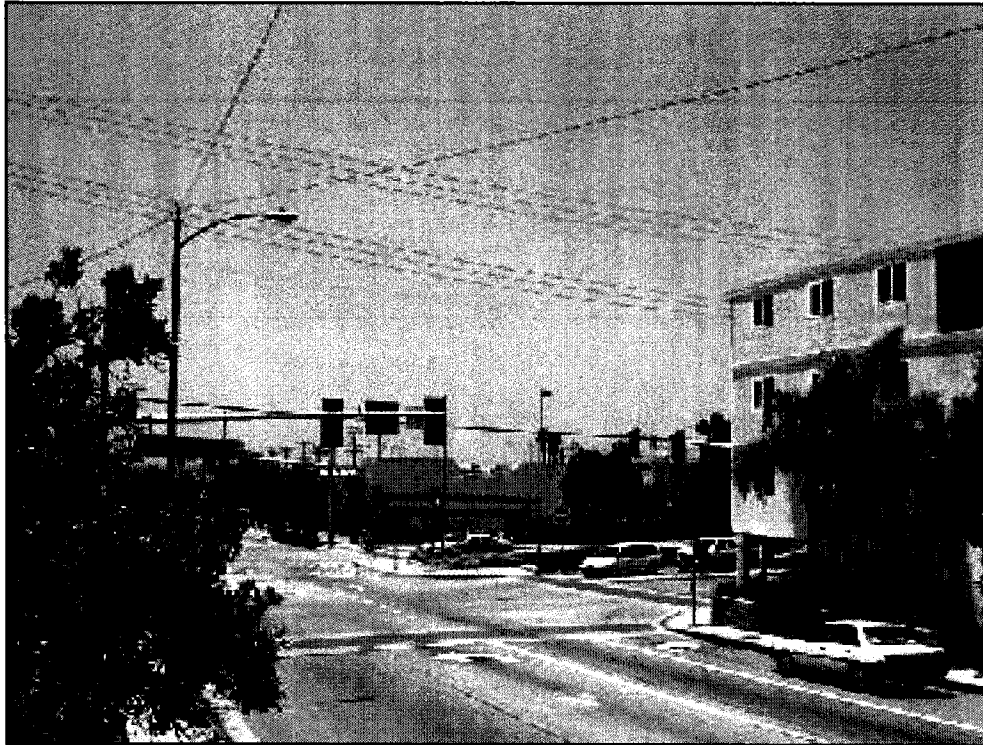


**View No. 1:** Northwest view from the Ardmore Avenue/N. Valley Drive median at Manhattan Beach Boulevard.



**View No. 2:** Westerly view along Manhattan Beach Boulevard, from the southeast corner of Manhattan Beach Boulevard and Ardmore Avenue.





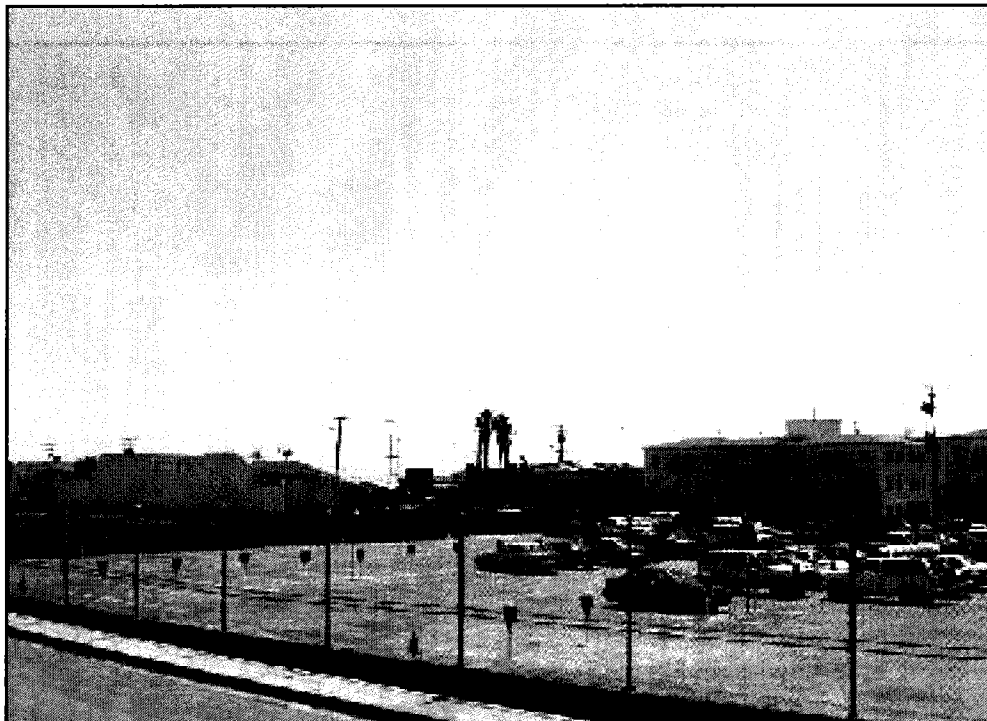
**View 3:** Westerly view along Manhattan Beach Boulevard, approximately 100 feet east of Ardmore Avenue.



**View 4:** Southwesterly view overlooking the Metlox property from 12th Street, at Fisher Avenue.



**View 5:** Southwesterly view overlooking the Metlox property from 13th Street, at Fisher Avenue.



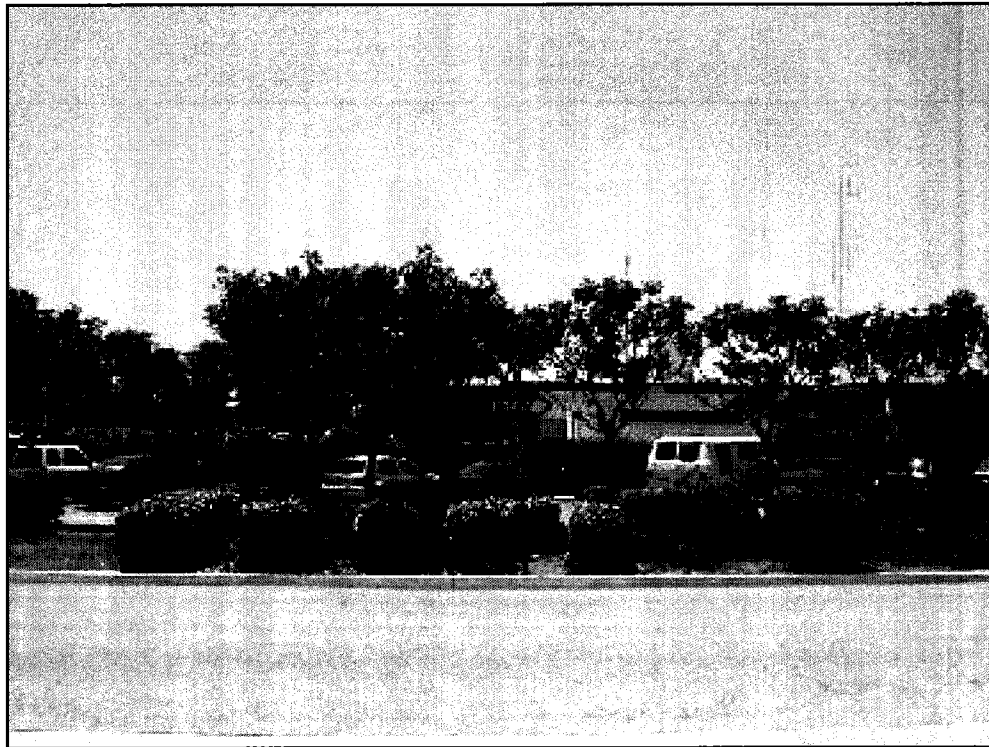
**View 6:** Southerly view of the Metlox property from the public parking lot on Ardmore Avenue, at 13th Street.



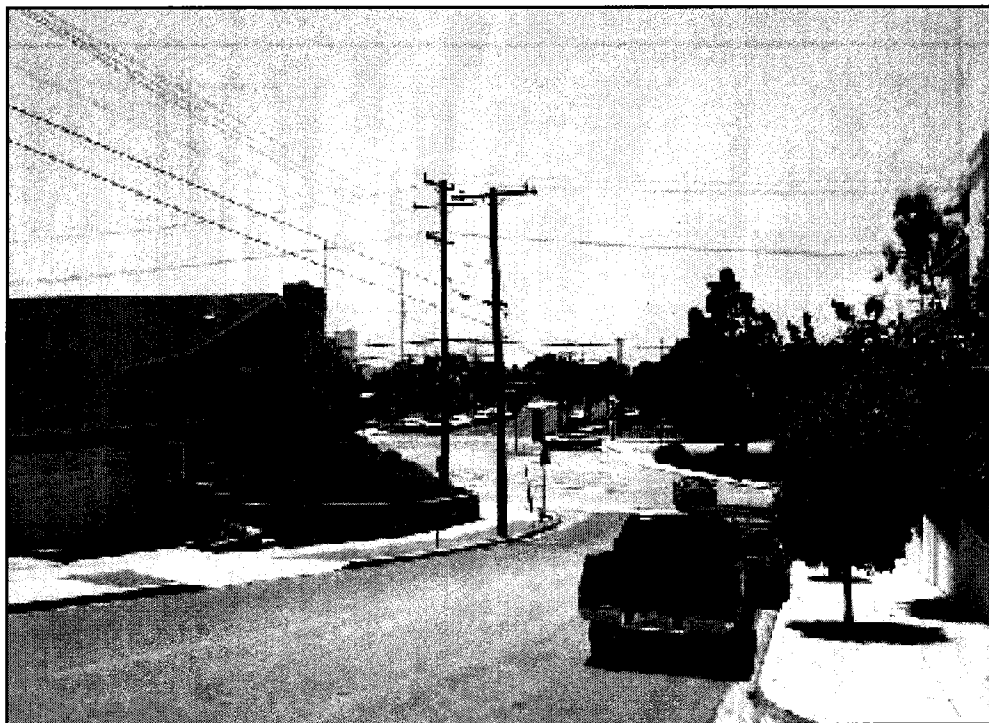
**View 7:** Southwesterly view of the Metlox property from the public parking lot on Ardmore Avenue, at 13th Street.



**View 8:** Southwesterly view overlooking the Civic Center from 14th Street, at Ardmore Avenue.



**View 9:** Southwesterly view of the Civic Center from 14th Street, at Ardmore Avenue.



**View 10:** Southwesterly view overlooking the Civic Center from 15th Street, approximately 100 feet east of Ardmore Avenue.



**View 11:** Southerly view of the Civic Center from the northeast corner of Ardmore Avenue and 15th Street.



**View 12:** Southeasterly view of the Civic Center from the northeast corner of 15th Street and N. Valley Drive.



View 13: Southwesterly view of the Civic Center from the northwest corner of 15th Street and N. Valley Drive.

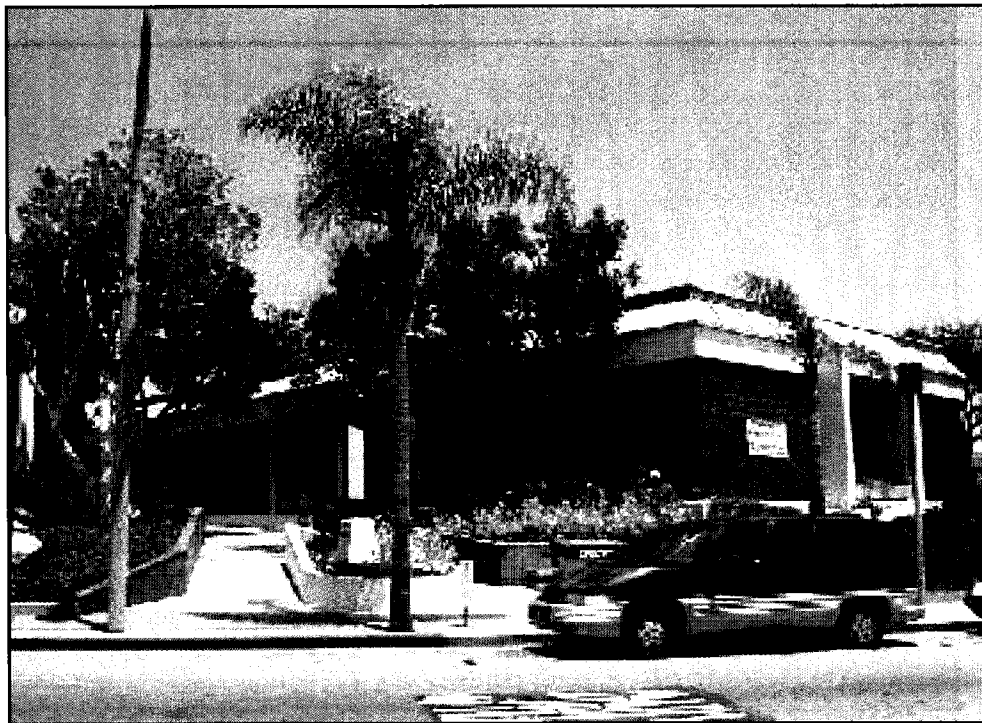


View 14: Southerly view of the Civic Center from the north side of 15th Street.

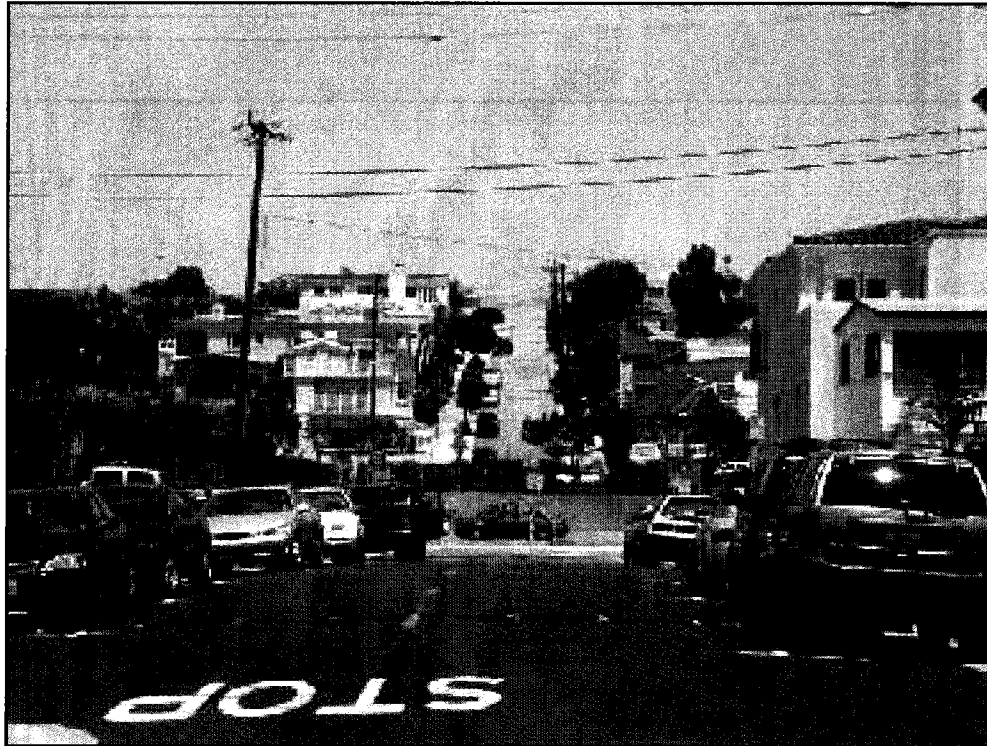




View 15: Easterly view of the Civic Center from the northwest corner of 15th Street and Highland Avenue.



View 16: Easterly view of the Civic Center (Public Library building) from Highland Avenue, at 13th Place.



View 17: Easterly view of the project site looking down 13th Street.



View 18: Southeasterly view of the adjacent commercial properties along Morningside Drive, at 13th Street.





**View 19:** Northerly view of the project site along Morningside Drive, at 12th Street.



**View 20:** Northerly view of Morningside Drive from the southwest corner of Morningside Drive and Manhattan Beach Boulevard.



**View 21:** Easterly view of the Metlox property from the southeast corner of Morningside Drive and Manhattan Beach Boulevard.



**View 22:** Northwesterly view of the Metlox property from the south side of Manhattan Beach Boulevard.

Development of the structural elements of the proposed project is inconsistent with the Downtown Design Guidelines established for the CD Zoning District.

### **Views**

- Valued public views which are unique to the City or the local environment (such as ocean or architecturally desirable views) become largely or entirely obstructed by the proposed development at multiple locations.

### **Project Impacts**

The City of Manhattan Beach's July 1998 Request for Proposals for the Metlox project included the City's vision for developing the Metlox property. The RPD included as attachments to its RFP a copy of the Downtown Design Guidelines. The developer selected by the City demonstrated in its proposal their ability to develop the site in a manner consistent with these design criteria. The following excerpt from the Tolkin proposal represents the project's intent to provide an aesthetically compatible development within the downtown area:

*"... The buildings on the Metlox block will be designed to respect and enhance the eclectic mix of architecture in downtown. Each building will be designed with its own look and feel so that the Metlox Block's buildings mirror the natural evolution of Downtown and reference Downtown's building history and heritage.*

*The building facades along Manhattan Beach Boulevard, Morning side, 12<sup>th</sup> Street, 13<sup>th</sup> Street, Valley, and Metlox Alley contemplate the use of a variety of storefront treatments incorporating rich natural materials such as wood, plaster, and glass, set along the public sidewalks creating a vibrant urban design rhythm and fostering pedestrian activity.*

*The building facades will be highlighted by relief and articulation created by a mix of materials, building surfaces (of varied finishes, pilasters and cornice details), storefront glass, paint (with a unique blend of colors, shades and tones), signage (which elegantly identifies, invites and entertains), lighting (both functionally as well as theatrically) and awnings (where appropriate).*

*The storefront cornice, fascia, and pilaster details will reference building patterns found on many of the Manhattan Beach's historic structures. This design approach assures the integration of the Metlox Block buildings with the remainder of Downtown."*

Throughout the planning process, the developer has worked with the City in understanding and creating the desired architectural and atmosphere envisioned for the Metlox development. The Tolkin Group has submitted a series of architectural renderings depicting their views and interpretations for what is envisioned for development. In addition to the illustrative aerial renderings of the project site depicted

in Section III., Project Description, additional illustrative presentations depicting close-up street level views of the project are depicted in Figure 20 and Figure 21 on pages 64 and 65, respectively. These illustrative views depict the street level perspective of the project as approached from Manhattan Beach Boulevard and Valley Drive, respectively. (These locations are identified with an asterisk symbol in Figure 8 on page 50.) While these graphic illustrations are intended to portray a general idea of what is proposed, they are preliminary in concept and may not be architecturally or proportionally exact.

Based on the size and scale of the proposed development (i.e., a density that is approximately 63% of the maximum allowable FAR for the CD Zone<sup>5</sup>) and a review of the architectural illustrations and conceptual site plan design, it appears that the proposed project is compatible with the Downtown Design Guidelines. The structures proposed are within the same size and scale of adjacent commercial properties within the Downtown area along Morningside Drive and Manhattan Beach Boulevard. In addition, the Metlox Block concept (e.g., developing the commercial structures so they appear as individual and separate buildings, as opposed to a uniformed strip mall) envisioned for the proposed project will compliment the adjacent commercial structures in the Downtown area. To the extent that the Metlox development incorporates the general goals and recommendations of the Downtown Design Guidelines, aesthetic impacts would be less than significant.

The project will incorporate low level thematic and security lighting throughout the pedestrian walkways and the Town Square. The orientation of the commercial structures around the Town Square will shield the neighboring land uses from potentially obtrusive light and glare impacts. Vehicular access will be provided generally in conformance with the existing driveway areas. Therefore, light and glare impacts from vehicular headlights would remain generally unchanged. In addition, fewer cars will be parking on-grade as a larger portion of parking will be provided below grade levels. As such, less light and glare would be expected from vehicles maneuvering through the parking areas. Therefore, light and glare impacts from the proposed project would be less than significant.

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<sup>5</sup> The maximum allowable FAR for the CD District is 1.5:1. With a buildable land use area of 95,700 (excluding setbacks, public rights-of-way, roadway dedications, etc.) the Metlox site has a maximum density potential of 143,550. The Metlox Development includes approximately 89,759 square feet of commercial uses, a FAR of 0.94:1).

METLOX



Source: TolkmGroup. Architectural features are not exact and are presented for illustrative purposes only.

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Figure 20  
Illustrative View of Town Square from Manhattan Beach Boulevard

METLOX



Source: TolkinGroup. Architectural features are not exact and are presented for illustrative purposes only.

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Figure 21  
Illustrative View of Town Square from Valley Drive



***Public Views***

**View No. 1** depicts the northwesterly public view from the Ardmore Avenue/Valley Drive median at Manhattan Beach Boulevard. This view represents the gateway to the downtown area as approached from the south along Ardmore Avenue. The current view depicts the former Metlox Potteries sign in the foreground with the fenced-off vacant Metlox property in the background. With development of the project, this view will be replaced with one- and two-story commercial structures, similar to the size and scale of the commercial/retail store frontages that exist in the Downtown area. Because of the westward slope of the local topography between this point and the ocean, there are no background scenic views that would be obstructed by new development. The structures proposed for the northwest corner of Manhattan Beach Boulevard and Valley Drive will be set back from the curb, allowing a wider sidewalk area, which will provide a welcoming pedestrian entrance into the downtown area. The proposed setback will also soften the viewshed, as it will open more space for street tree landscaping. The Lookout Tower will be visible from this location, extending above the Metlox storefronts in the background. Compared to the existing visual characteristics of this area, the project would have a beneficial impact on View No. 1.

**View No. 2** depicts the westerly public view along Manhattan Beach Boulevard, from the southeast corner of Manhattan Beach Boulevard and Ardmore Avenue. This view depicts the view as currently provided from the same grade elevation as the project site in this location. This vantage point currently provides a view of the Metlox Potteries sign and fenced off vacant project site. The side wall of the H20 building is visible in the background. Ocean views are available from this viewshed to the southwest. However, due to the project's orientation on the north side of Manhattan Beach Boulevard, ocean views from this vantage point will not be obstructed. The commercial structures proposed along Manhattan Beach Boulevard will be set back from curb to provide a wider area for pedestrian activity. The buildings proposed for the Manhattan Beach Boulevard frontage will be one- and two story structures, similar to the size and scale of the buildings on the adjacent H20 property and retail/commercial buildings to the west along Manhattan Beach Boulevard. As such, the project will blend into the existing structure of the Downtown area and will not be perceived as a separate development. The project will therefore enhance the existing public views and will promote a welcoming "gateway" into the Downtown area. The project would have a beneficial impact on View No. 2.

**View No 3** depicts the westerly public view along Manhattan Beach Boulevard, approximately 100 feet east of the south side of Ardmore Avenue. This view represents a higher elevation vantage point overlooking the southern end of the Metlox property and Downtown area. This view represents the most prominent view of "gateway" entrance to the Downtown area as approached from the east on Manhattan Beach Boulevard. Due to the west trending slope of the existing topography, views of the ocean are blocked by the existing commercial structures of the downtown area. From this perspective,

the project would replace existing views of the backside and rooftops of the H20 structure and commercial properties on Morningside Drive, with decorated storefronts and a street tree landscape. The result would provide a front entrance view, as opposed to the current “backside” view of the Downtown area. Visual impacts would therefore be beneficial and consistent with the City’s goals to create an entrance and gateway into the Downtown area.

**View No. 4** depicts the southwesterly public view overlooking the Metlox property from 12<sup>th</sup> Street, at Fisher Avenue. The current view overlooks the vacant area of the Metlox property, with a partial ocean view available in the background via the centerline of 12<sup>th</sup> Street. Views of the ocean within this corridor are limited by the street trees along both sides of 12<sup>th</sup> Street (east of Ardmore Avenue) and the existing two- and three-story structures on 12<sup>th</sup> Street (west of Morningside Drive). The roof top level of the three-story public parking structure on 12<sup>th</sup> Street and Morningside Drive is prominently depicted in the center. The existing structures along Morningside Drive are between 26 and 32 feet in height. Excluding the Lookout Tower, the proposed height for the Metlox Development will not exceed 30 feet. Because the size and scale of the proposed development will be consistent with the existing structures within the 12<sup>th</sup> Street view corridor, and as a result of the downward orientation of the local topography, the proposed structures would partially obstruct visibility of the ocean from below the roof line of the existing structures west of Morningside Drive. This area is a relatively small view of the ocean as compared to the ocean backdrop still available in the background, above the roof top level of the existing structures on Morningside Drive and 12<sup>th</sup> Street. As viewed from this vantage point, with the exception of the Lookout Tower, the height of the proposed structures would not extend above the height of the existing structures in the background. As inferred from the Proposed Site Plan presented in Section III., Project Description, the Lookout Tower will be located along the north side of 12<sup>th</sup> Street pedestrian corridor. The Lookout Tower, which is proposed to be approximately 20 by 20 feet at its base extending up to 65 feet in height, may be partially visible from this location to the right (or north) of 12<sup>th</sup> Street, though its visibility would likely be hindered by the palms that currently occur along the north side of 12<sup>th</sup> Street. The height of the Lookout Tower would likely obstruct the current ocean views available beyond and above the commercial structures on Morningside Drive on the north side of 12<sup>th</sup> Street. Broader ocean views from above the top of the parking structure level above and to the left (or south) of 12<sup>th</sup> Street would remain unobstructed. Therefore, because only a limited partial ocean view would be obstructed, and the predominant ocean view background (horizon) would remain unobstructed, project impacts at this viewpoint would be less than significant.

**View No. 5** depicts the southwesterly view overlooking the Metlox property from 13<sup>th</sup> Street, at Fisher Avenue. The current view looks on to and over the temporary parking lot occupying the north end of the Metlox property. Ocean views are available in the background via the centerline of 13<sup>th</sup> Street and above the roof top level of existing commercial structures west of Morningside Drive. Under the proposed project, 13<sup>th</sup> Street will be dedicated and made a thorough street between Valley Drive and Morningside Drive. As a result, views of the ocean would be unobstructed at this location. The



project would replace existing view of the temporary surface parking lot with pedestrian oriented sidewalks and street trees along the 13<sup>th</sup> Street extension. The proposed Public Library and Cultural Arts Center building would replace the current view of the back wall and parking lot of the Good Stuff Restaurant. Again, the project would orient the proposed structures to provide a front looking view of the Downtown area, as opposed to the current backside view. The proposed Bed and Breakfast structure would be partially visible on the south side of 13<sup>th</sup> Street. The resulting change in views would replace the current visibility of the three-story commercial office structures along Morningside Drive. Altogether, the proposed project would have a net beneficial visual impact from this vantage point.

**View No. 6** depicts the southerly view of the Metlox property from the public parking lot on Ardmore Avenue, at 13<sup>th</sup> Street. This view generally represents the current viewshed of the residential properties fronting Ardmore Avenue, though from the east side of Ardmore, this view is buffered by street trees and landscaping in the median surface parking lot. The current view is dominated by the temporary surface parking lot and vacant lot of the Metlox property with background views of the back of the H20 structure and commercial office buildings on Morningside Drive. There are no views of the ocean from this vantage point looking south. (Ocean Views from this vantage looking west are addressed in View No. 7). With development of the project View No. 6 will be replaced with the Bed and Breakfast Inn and the proposed driveway and pedestrian entrance off of Valley Drive. The project will be oriented towards the east to provide a front entrance perspective along Valley Drive. The Bed and Breakfast Inn will be a two-story structure centered around two garden courtyards extending off of the Valley Drive sidewalk. Architecturally speaking, the design of the proposed Bed and Breakfast Inn will transition the residential neighborhood appeal of the east side of Ardmore Drive with the commercial land uses of the Downtown area. As a result the project would have a beneficial impact on this view.

**View No. 7** depicts the southwesterly view of the Metlox property from the public parking lot on Ardmore Avenue, at 13<sup>th</sup> Street. The current view looks on to and over the temporary parking lot occupying the north end of the Metlox property and through 13<sup>th</sup> Street extending west of Morningside Drive. Limited ocean views are available in the background at the end of 13<sup>th</sup> Street's topographic relief. Under the proposed project, 13<sup>th</sup> Street will be dedicated and made a through street between Valley Drive and Morningside Drive. As a result, the current view of the ocean would be unobstructed at this location. The project would replace existing view of the temporary surface parking lot with pedestrian oriented sidewalks and street trees along the 13<sup>th</sup> Street extension. The proposed Public Library and Cultural Arts Center building would replace the current view of the back wall and parking lot of the Good Stuff Restaurant. The proposed Bed and Breakfast structure would be the new dominant feature on the south side of 13<sup>th</sup> Street, replacing the current views of the three-story commercial office structures along Morningside Drive. As indicated above, the architectural features of the proposed Bed and Breakfast Inn would provide a softer transition between the residential

neighborhood east of Ardmore Drive and the commercial land uses of the Downtown area. The proposed project's visual impacts to View No. 7 would be beneficial.

**View No. 8** depicts the southwesterly view overlooking the Civic Center from 14<sup>th</sup> Street, at Fisher Avenue. This view generally represents the public view available from 14<sup>th</sup> Street, in the residential neighborhood east of the Civic Center. The existing view is characterized by the public parking lot in the center median between Valley Drive and Ardmore Avenue and the existing Civic Center structures. Ocean views are not available from this vantage point, because of the obstructing Civic Center buildings. Development of the project will remove the existing Police Department structures currently fronting Valley Drive and will replace the view with a surface parking lot and set back two-story Public Safety Facility structure. The surface parking lot will include street tree landscaping, and will generally be viewed and perceived as an extension of the existing median parking lot, which is predominantly viewed in the foreground. Development of the project will not significantly alter the existing view, other than by replacing the existing Police Department building with a modern Public Safety Facility, set farther back from the sidewalk. Project impacts on View No. 8 would be less than significant.

**View No. 9** depicts the southwesterly view of the Civic Center from 14<sup>th</sup> Street, at Ardmore Avenue. This view generally represents a closer view of the Civic Center site as depicted in View No. 8, which was taken from a slightly higher elevation. This view is generally more limiting than View No. 8 and is provided to demonstrate the project will not obstruct any valuable public views from this vantage point. The proposed Public Safety Facility will be two- stories, which is higher than the existing structures of the Police Department. However, the new Civic Center structures will be set back farther from Valley Drive at this location. As a result, the increased height and scale of the new structures would not be imposing on the viewshed at this vantage point. The general visual characteristics of the new Public Safety Facility would be an improvement as compared to the existing Civic Center structures.

**View No. 10** depicts the southwesterly public view overlooking the Civic Center from 15<sup>th</sup> Street, approximately 100 feet east of Ardmore Avenue. Due to the orientation of the intersection of Valley Drive/Ardmore Avenue and 15<sup>th</sup> Street, this vantage point provides a limited view of the Civic Center site. Similar to public vantage points along 15<sup>th</sup> Street east of this location and at higher elevations, the residential properties on the south side of the street preclude views of the project site. As such, the project's impacts on this viewshed would be minimal, if at all, and less than significant. The site generally is not visible until you approach Ardmore Avenue, as described further below.

**View No. 11** depicts the southerly view of the Civic Center from the northeast corner of Ardmore Avenue and 15<sup>th</sup> Street. This location provides the view of the Civic Center site as approached from the north. The current view is occupied by the one-story Police Department building and add-on

structures to the west. There are no ocean views available from this location. The existing view will be replaced with the new Public Safety Facility buildings, which will be oriented in a diagonal fashion to provide Fire Department ingress/egress from Valley Drive and 15<sup>th</sup> Street. The result will be an increased building setback from the corner, which will be attractively landscaped to transition the Civic Center from the Ardmore Avenue/Valley Drive parkway median to the north. Views would generally be improved at this location.

**View No. 12** depicts the southeasterly public view of the Civic Center from the northeast corner of 15<sup>th</sup> Street and Valley Drive. This vantage point represents the entranceway into the Civic Center and Downtown area as approached from the north. While the project's impacts on this view are addressed above in View No. 11, View No. 12 provides a southeasterly orientation along Valley Drive. There are no ocean views provided from this vantage point. However, the Palos Verdes mountain range is partially visible in the far background. The proposed Bed and Breakfast Inn and adjacent commercial/retail structures along Valley Drive may obstruct these limited views. However, the limited and distant mountain views are not prominent features of this viewshed and impacts would be less than significant.

**View No. 13** depicts the southwesterly view of the Civic Center from the northwest corner of 15<sup>th</sup> Street and Valley Drive. There are no ocean views available from this orientation. Any views of the ocean from this location would be visible to the direct west and would not be obstructed by the proposed project. The existing site is characterized with add-on structures to the Police Department and the front view of the Fire Station. This view will be replaced by the side façade of the proposed Public Safety Facility, specifically the Fire Station garage area. Due to the orientation of the proposed Public Safety Facility at this corner, the view would open up to the proposed surface parking lot fronting the Civic Center. The front lot of the Civic Center will be attractively landscaped and will open up to the pedestrian corridor leading to the Metlox Plaza. The current view would essentially be improved upon with modern structures replacing old deficient structures and will provide a more attractive and inviting appeal to the Civic Center and Downtown area. The project would have beneficial impacts on View No. 13.

**View No. 14** depicts the southerly view of the Civic Center (Fire Station) from the north side of 15<sup>th</sup> Street. As addressed above for view No. 13, this view would also be improved upon with modern structures replacing old deficient structures and will provide a more attractive and inviting appeal to the Civic Center and Downtown area. From this location, the front garage of the Public Safety Facility's Fire Station garage would be set back farther from the curb, and would be slightly oriented to the northwest. It is envisioned that the proposed Public Safety Facility structure will be designed with architecturally compatible features to compliment the Metlox Development and existing character of the existing Downtown and Civic Center area. As such, impacts on this view would be beneficial.

**View No. 15** depicts the easterly view of the existing Public Library building from the northwest corner of 15<sup>th</sup> Street and Highland Avenue. The existing view depicts the City Hall building in the foreground, and the Fire and Police Station buildings in the background. The foreground view would not change under the proposed development, as the City Hall building is not a part of the proposed project. The existing Fire Station building (shown in the center of the photograph) would be demolished and replaced with a surface parking lot and driveway entrance to the subterranean parking garage. The proposed parking lot area will be attractively landscaped with street trees and will open up to the pedestrian plaza leading to the Metlox Development. The proposed Public Safety Facility will be visible in the far background, set back further from the curb than the existing structures. The overall effect will be an improvement over the existing view.

**View No. 16** depicts the easterly view of the Civic Center (Public Library building) from Highland Avenue, at 13<sup>th</sup> Place. As part of the project, the existing Public Library building will either be added on to or demolished and reconstructed with a new Public Library and Cultural Arts Center. Under either scenario, the bulk of the proposed structure will be oriented towards the Metlox development. As such, the existing view would not change if the proposed improvements only consisted of additional space to the existing structure. Should the entire library building be demolished and reconstructed, the new structure would be limited to the existing building footprint and orientation as the existing structure. There are no background views available from this location under the existing conditions, and therefore the project would not obstruct any views from this location. Impacts upon views would be less than significant.

**View No. 17** depicts the easterly view of the project site looking east on 13<sup>th</sup> Street. The existing view is characterized by the residential neighborhood on the hillside above the Metlox property to the east. Two- and three-story commercial structures are located along the south side of 13<sup>th</sup> Street. Public Parking Lot No. 5 and the Good Stuff parking lot are located on the north side of 13<sup>th</sup> Street. The proposed project will open up 13<sup>th</sup> Street providing through access between Morningside Drive and Valley Drive. As a result, this view would essentially remain unchanged. The proposed Public Library and Cultural Arts Center would be visible along the north (left) side of 13<sup>th</sup> Street. This would partially obstruct some of the existing views of residential homes on 13<sup>th</sup> Street, east of Ardmore Avenue. The existing views of residential homes on the south side of 13<sup>th</sup> Street, east of Ardmore Avenue are already limited by the existing commercial structures depicted in the foreground, on the south side of 13<sup>th</sup> Street. Impacts on the existing viewshed would be less than significant.

**View No 18** depicts the southerly view of the adjacent commercial properties along Morningside Drive, at 13<sup>th</sup> Street. The project site is partially visible to left on the east side of Morningside Drive. Three-story commercial office buildings on the west side of Morningside Drive are depicted in the foreground, with the three-story public parking structure partially visible in the background. This view represents the size and scale of the Downtown area, immediately adjacent to the Metlox site to the

west. With development of the Metlox project, the east side of Morningside Drive will be developed with a garden or nursery store with an outdoor garden area fronting Morningside Drive, which will be visible in the foreground. The ingress and egress driveway accessing the subterranean parking garage will be visible from this perspective in the background, between the existing H20 buildings and the proposed garden store building. The visual appeal of the east side of Morningside Drive will be improved with development of the project.

**View No. 19** depicts the northerly view of the project site along Morningside Drive, at 12<sup>th</sup> Street. The existing view is comprised of the temporary surface parking lot, to the east and the Civic Center to the north. Upon development of the project, the Morningside Drive roadway will transition into a pedestrian plaza at 13<sup>th</sup> Street, with steps leading into the Civic Center courtyard. The visual perspective to the east will include the garden/nursery store and outdoor garden area in the foreground and the Public Safety Facility in the background. The project will improve the visual appeal of the current conditions of the site as viewed from this perspective. The proposed structures and ingress/egress driveway ramp to the subterranean parking garage will improve the visual characteristics of the area. The project would have a beneficial impact on View No. 19.

**View No. 20** depicts the northerly view of Morningside Drive from the southwest corner of Morningside Drive and Manhattan Beach Boulevard. The H20 property is the predominant feature within this viewshed. This view will essentially remain unchanged, as the H20 property is not a part of the project. This view depicts the one-and two-story scale of the existing structures in the immediate vicinity of the project. Upon completion of the proposed project, the garden store and pedestrian plaza leading into the Civic Center will be visible in the background. Project impacts on this view would be less than significant.

**View No. 21** depicts the easterly view of the Metlox property as viewed from the southeast corner of Morningside Drive and Manhattan Beach Boulevard. This view currently consists of the fenced off Metlox property site, with background views of the residential neighborhood east of Ardmore Avenue. The project will consist of retail ground floor and commercial office second floor structures along the Manhattan Beach Boulevard street frontage. The proposed structures will generally reflect the same size, scale and character of the existing structures within the Downtown commercial area, including the adjacent H20 building. The project's Manhattan Beach Boulevard frontage will include a pedestrian corridor leading to the pedestrian plaza and Town Square, located in the center of the Metlox site plan. As viewed from this vantage point, the current background view of the residential neighborhood to the east of the Metlox site will be replaced by the storefronts of the Metlox development. As a result, this view will resemble the existing low-scale commercial character of the Downtown area. Visual impacts on View No. 21 will be improved as compared to the current conditions.

**View No. 22** depicts the northwesterly view of the Metlox property as viewed from the south side of Manhattan Beach Boulevard. The existing view is of the fenced off Metlox site and the adjacent building on the H20 property. The Civic Center is partially visible in the background, behind the fenced off site. With development of the proposed project, this view will be improved with one- and two-story mixed-use (commercial office and retail) buildings. The proposed structures will be consistent with the existing low-density commercial atmosphere of the Downtown area. Along the Manhattan Beach Boulevard frontage, the project will include a pedestrian walkway opening views into the Metlox plaza and Town Square area. The proposed Lookout Tower will be partially visible from behind the storefronts along Manhattan Beach Boulevard. The architectural illustration of the project from this perspective is shown in Figure 20 on page 64. Although this represents a preliminary illustration of the project, and the architectural features are not exact, the general aesthetic effect can be realized. The overall effect is a welcoming streetscape into the Metlox Town Square and Downtown area. The visual impacts of the project on this view will provide a beneficial aesthetic improvement over existing conditions.

## **CUMULATIVE IMPACTS**

Impacts to aesthetic resources, and views are primarily based on site-specific changes to the existing environment. No related projects have been identified within viewshed of the proposed project. To the extent that future development occurs within the Downtown Commercial District, each project will be reviewed on a case-by-case basis to ensure architectural and aesthetic compatibility with the existing built environment and the Downtown Design Guidelines. As such, the project, when combined with other cumulative developments, would not have any cumulative aesthetic or view impacts.

## **MITIGATION MEASURES**

Although no significant aesthetic impacts are anticipated to result with development of the proposed project, the following mitigation measures are recommended to enhance the aesthetic appearance of the project site and surrounding Downtown Commercial area:

- The project shall be developed in conformance with the following City of Manhattan Beach Downtown Design Guidelines:
  - Where feasible, incorporate landscaped areas into new development and existing development. Such landscaped areas could utilize window boxes and similar landscape amenities. Landscaping should be designed to enhance and accentuate the architecture of the development.
  - Signs should be designed at a scale appropriate to the desired village character of downtown. The size and location of signs should be appropriate to the specific

business. Pre-packaged "corporate" signs should be modified to a scale and location appropriate to the desired village character of downtown Manhattan Beach. Signs should not block, or obliterate, design details of the building upon which they are placed. Pedestrian oriented signage is encouraged. Such signs may be located on entry awnings, directly above business entrances, and "hanging signs" located adjacent to entrances.

- Low level ambient night lighting shall be incorporated into the site plans to minimize the effects of light and glare on adjacent properties.

#### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Project impacts on aesthetics and views would be less than significant before and after mitigation.





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## V. ENVIRONMENTAL IMPACT ANALYSIS

### B. AIR QUALITY

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The following information summarizes the finding and conclusions of Air Quality Impacts as presented in the Air Quality and Noise Technical Report prepared by Terry A. Hayes Associates for the proposed Civic Center/Metlox Development Project. The Air Quality and Noise Technical Report is included in its entirety in Appendix B to this Draft EIR.

#### ENVIRONMENTAL SETTING

##### Regulatory Setting

Air quality in the United States is governed by the Federal Clean Air Act (CAA) and is administered by the United States Environmental Protection Agency (USEPA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA).

The CCAA, amended in 1992, requires all air districts in the State to endeavor to achieve and maintain State Ambient Air Quality Standards. The CCAA is administered by CARB at the state level and by the Air Quality Management Districts at the regional level. The State of California has also established ambient air quality standards, known as the California Ambient Air Quality Standard (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. CARB is responsible for regulating mobile air pollution sources (such as motor vehicle emissions). CARB also oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level. The CCAA is administered by CARB at the state level and by the Air Quality Management Districts at the regional level.

Within the project area, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) have responsibility for preparing the Air Quality Management Plan (AQMP), which address federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality and establishes thresholds for daily operation emissions. Environmental review of individual projects within the region must demonstrate that daily construction and operational emissions thresholds as established by the SCAQMD would not be exceeded, nor would the number or severity of existing air quality violations.

In August of 1996, the SCAQMD submitted its AQMP to the California Air Resources Board (CARB), for inclusion in the State Implementation Plan (SIP). The AQMP also meets CCAA requirements. The Plan addressed CCAA requirements, which are intended to bring the District into compliance with state air quality standards. The Plan focused on ozone and carbon monoxide emissions, which would be reduced through public education, vehicle and fuels management, transportation controls, indirect source controls, and stationary source controls programs.

The 1997 Draft AQMP has been prepared to reflect the requirements of the 1990 Clean Air Act Amendments and is consistent with the approaches taken in the 1994 AQMP. The Plan is expected to replace, in part or in whole, many of the proposed measures set forth in the State Implementation Plan and anticipates the attainment of all by 2010. The overall control strategy for the 1997 AQMP was designed to meet applicable state and federal requirements and to demonstrate attainment with ambient air quality standards. The 1997 AQMP is the first plan required by federal law to demonstrate attainment of the federal PM10 ambient air quality standards and, therefore, places a greater focus on PM10.

### **Pollutants and Effects**

Air quality studies generally focus on five pollutants which are most commonly measured and regulated: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), respirable particulate matter (PM10), and sulfur dioxide (SO<sub>2</sub>).

Carbon Monoxide. CO, a colorless gas, interferes with the transfer of oxygen to the brain. CO is emitted almost exclusively from the incomplete combustion of fossil fuels. Along with carbon dioxide (CO<sub>2</sub>), CO is emitted by motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. Automobile exhausts release most of the CO in urban areas. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability.

Ozone. O<sub>3</sub>, a colorless toxic gas, enters the blood stream and interferes with the transfer of oxygen, depriving sensitive tissues in the heart and brain of oxygen. O<sub>3</sub> also damages vegetation by inhibiting growth. Although O<sub>3</sub> is not directly emitted, it forms in the atmosphere through a chemical reaction between reactive organic compounds and nitrogen oxides (NO<sub>x</sub>), which are emitted from industrial sources and from automobiles. Substantial O<sub>3</sub> formation generally requires a stable atmosphere with strong sunlight.

Nitrogen Dioxide. NO<sub>2</sub>, a brownish gas, irritates the lungs. It can cause breathing difficulties at high concentrations. Like O<sub>3</sub>, NO<sub>2</sub> is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO<sub>2</sub> are collectively referred to as nitrogen oxides (NO<sub>x</sub>) and are major contributors to ozone formation. NO<sub>2</sub> also contributes to the formation of PM10,

small liquid and solid particles that are less than 10 microns in diameter (see discussion of PM10 below). At its atmospheric concentration, NO<sub>2</sub> is only potentially irritating. High concentrations result in a brownish-red cast to the atmosphere and reduced visibility. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm).

Suspended Particulate Matter. PM10 refers to particulate matter less than 10 microns in diameter, about one-seventh the thickness of a human hair. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can also form when gases emitted from industry and motor vehicles undergo chemical reactions in the atmosphere. Major sources of PM10 include motor vehicles; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning, industrial sources, windblown dust from open lands; and atmospheric chemical and photochemical reactions. Suspended particulates produce haze and reduce visibility. Additionally, PM10 poses a greater health risk than larger-sized particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM10 can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections.

Sulfur Oxides. Sulfur oxides, primarily SO<sub>2</sub> are a product of high-sulfur fuel combustion. The main sources of SO<sub>2</sub> are coal and oil used in power stations, industry and for domestic heating. Industrial chemical manufacturing is another source of SO<sub>2</sub>. SO<sub>2</sub> is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO<sub>2</sub> can also yellow plant leaves and erode iron and steel.

### **National and State Ambient Air Quality Standards**

As required by the CAA, National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants: carbon monoxide, nitrogen oxides, ozone, PM10, sulfur oxides and lead. California has also established ambient air quality standards, known as the California Ambient Air Quality Standards (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. Because the CAAQS are more stringent than the NAAQS, they are used as the comparative standard in the analysis contained in this report.

Both the State and Federal standards are summarized in Table 3 on page 78. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the general welfare.

**Table 3**  
**State And National Ambient Air Quality Standards**

Pollutant	Averaging Period	California Standards	Federal Standards	
			Primary	Secondary
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm 80 mg/m <sup>3</sup> )	0.12 ppm (235 mg/m <sup>3</sup> ) <sup>6</sup>	Same as Primary Standard
	8 hour	--	0.08 ppm (157 mg/m <sup>3</sup> )	
Respirable Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean	30 mg/m <sup>3</sup>	--	Same as Primary Standard
	24 hour	50 mg/m <sup>3</sup>	150 mg/m <sup>3</sup>	
	Annual Arithmetic Mean	--	50 mg/m <sup>3</sup>	--
Fine Particulate Matter (PM <sub>2.5</sub> )	24 hour	No Separate Standard	65 mg/m <sup>3</sup>	Same as Primary Standard
	Annual Arithmetic Mean		15 mg/m <sup>3</sup>	
Carbon Monoxide(CO)	8 hour	9.0 (10 mg/m3)	9.0 (10 mg/m3)	None
	1 hour	20 ppm (23 mg/m3)	35 ppm (40 mg/m3)	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	--	0.053 ppm (100 mg/m <sup>3</sup> )	Same as Primary Standard
	1 hour	0.25 ppm (470 mg/m <sup>3</sup> )	--	
Sulfur dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	--	0.03 ppm (80 mg/m <sup>3</sup> )	--
	24 hour	0.04 ppm (105 mg/m <sup>3</sup> )	0.14 ppm (365 mg/m <sup>3</sup> )	--
	3 hour	--	--	0.5 ppm (1300 mg/m <sup>3</sup> )
	1 hour	0.25 ppm (655 mg/m <sup>3</sup> )	--	--
Lead	30 day average	1.5 mg/m <sup>3</sup>	--	--
	Calendar Qtr.		1.5 mg/m <sup>3</sup>	Same as Primary Standard
Visibility Reducing Particulates	8 hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent.	No Federal Standards	
Sulfates	24 hour	25 mg/m <sup>3</sup>		
Hydrogen Sulfide	1 hour	0.03 ppm (42 mg/m <sup>3</sup> )		
Source: California Air Resources Board, <i>Federal and State Air Quality Standards 1999</i> (1/25/99)				

## **Regional Setting and Climate**

The Proposed Project is located within the South Coast Air Basin (SCAB), a 6,530 square-mile area that includes all of Orange County, the non-desert portions of Los Angeles County, and the western urbanized portions of Riverside and San Bernardino Counties. The SCAB is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and the east; and by the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the SCAB. Within the SCAB, implementation of measures to attain the objectives of the California Clean Air Act is the responsibility of the SCAQMD.

The SCAB is an area of high air pollution potential due to its climate and topography. The SCAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. In addition, the mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region. The region experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases. Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created when the interaction between the ocean surface and lower layer of the atmosphere creates a cool, moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward.

In addition, hydrocarbons and nitrogen dioxide react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the mountains.

During the fall and winter, air quality problems are created due to carbon monoxide and nitrogen dioxide emissions. High nitrogen dioxide (NO<sub>2</sub>) levels usually occur during autumn or winter, on days with summer-like conditions. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SCAB are associated with heavy traffic.

## **Attainment Status**

The California Air Resources Board will designate an area as non-attainment for a pollutant if air quality data show that a State standard for a pollutant was violated at least once during the previous three calendar years. Exceedances that are caused by highly irregular or infrequent events are not considered violations of a State standard, and are not used as a basis for designating areas as non-attainment.

On the basis of regional monitoring data, the Los Angeles County portion of the SCAB has been designated as a non-attainment area for ozone, carbon monoxide, and total suspended particulates. The air basin is designated as an attainment area for nitrogen oxide and sulfur dioxide.

### **Local Setting**

The SCAQMD monitors air quality conditions at 37 locations throughout the SCAB. The Proposed Project is located in the SCAQMD's Southwest Coastal Air Monitoring Area (No. 3), which is served by the Hawthorne monitoring station. The Hawthorne monitoring station is the closest monitoring location to the project site, located approximately three miles northeast of the Civic Center. Therefore, historical data from the Hawthorne station was used to characterize existing conditions within the vicinity of the Proposed Project area and to establish baseline air quality conditions from which to estimate future conditions with and without the Proposed Project.

The criteria pollutants monitored at the Hawthorne station include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and particulates (PM<sub>10</sub>). A summary of the historical data recorded by the monitoring station is located in Appendix B to this Draft EIR. Table 4 on page 81 shows the number of violations recorded at the Hawthorne monitoring station during the 1997-99 recording period.

Background Carbon Monoxide (CO) Concentrations. CO concentrations are typically used as the sole indicator of conformity with the CAAS because (1) CO levels are directly related to vehicular traffic volumes, the main source of air pollutants, and (2) localized CO concentrations and characteristics can be modeled using USEPA and SCAQMD methods. In other words, the operational air quality impacts associated with a project are generally best reflected through the estimated changes in related CO concentrations.

For purposes of the impact analysis contained in this assessment, the ambient, or background, concentration of CO was established. The background level is typically defined as the average of second-high readings over the past three-year period. A review of data from the Hawthorne monitoring station for the 1997 through 1999 period indicates that the average 8-hour background concentration was 8.0 ppm. Assuming a typical persistence factor of 0.7, the estimated 1-hour background concentration would be 11.4 ppm.

CO Concentrations at Sensitive Receptor Locations. There is a direct relationship between traffic/circulation congestion and CO impacts, since exhaust fumes from vehicular traffic is the primary source of CO. Carbon monoxide is a localized gas, which dissipates very quickly under normal meteorological conditions; therefore, CO concentrations decrease substantially as distance from the

**Table 4**  
**Criteria Pollutant Violations (1997-1999)**

Pollutant	State Standard	Number of Days Above State Standard		
		1997	1998	1999
Ozone	0.09 ppm (hourly)	6	0	1
Carbon Monoxide	9.0 ppm (8-hour average)	1	1	0
Nitrogen Dioxide	0.25 ppm (hourly)	0	0	0
PM <sub>10</sub>	50 ug/m <sup>3</sup> (24-hour average)	24	42	33
<i>Source: California Air Resources Board, Terry A. Hayes Associates, October 2000.</i>				

source (intersection) increases. The highest CO concentrations are typically found along sidewalk locations directly adjacent to congested roadway intersections. These locations are generally referred to as "CO hotspots."

To provide a worst-case simulation of CO concentrations within the area that may be affected by the proposed project, CO concentrations were analyzed at sidewalk locations adjacent to intersections identified as having significant traffic impacts. The traffic study concluded five of the 16 study intersections would result in significant traffic impacts prior to mitigation. The five intersections analyzed for CO hotspots are as follows: (1) Highland Ave./Manhattan Beach Blvd.; (2) Sepulveda Blvd./Manhattan Beach Blvd.; (3) Ardmore Ave./Manhattan Beach Blvd.; (4) Highland Ave./13th Street; and (5) Highland Ave./15<sup>th</sup> Street.

Although traffic volumes are notably higher during the summer months in the project locale, CO impacts are much greater during the winter months because of substantial inversion that occurs during the colder months. Thus, winter season traffic data was used to determine impacts at CO hotspot locations. Table 5 on page 82 shows the current (year 2000) CO concentrations at the five studied intersections.

At each intersection, traffic related CO contributions were added to the background conditions discussed above. Traffic CO contributions were estimated using the CAL3QHC dispersion model, which utilizes traffic volume inputs and EMFAC 7F emissions factors. As shown above, none of the five study intersections exceed the State 1-hour CO concentration standard of 20 ppm; however, each of the five study intersections currently (year 2000) exceed the State 8-hour CO concentration standard of 9 ppm.

**Table 5**  
**Existing Carbon Monoxide (Co) Concentrations 1**

<b>Intersection</b>	<b>1-hour</b>	<b>8-hour</b>	<b>Peak Hour</b>
1. Highland/Manhattan Beach Blvd.	14.9	10.4	AM
2. Sepulveda/Manhattan Beach Blvd.	19.2	13.4	AM
3. Ardmore/Manhattan Beach Blvd.	16.4	11.5	AM
4. Highland/13 <sup>th</sup> Street	15.9	11.1	PM
5. Highland/15 <sup>th</sup> Street	16.6	11.6	PM
<b>State Standard</b>	<b>20.0</b>	<b>9.0</b>	
Ambient Concentration <sup>2</sup>	11.4	8.0	
<sup>1</sup> CO concentrations are in parts per million (ppm) and represent Winter conditions. <sup>2</sup> All concentrations include ambient concentration. <i>Source: Terry A. Hayes Associates, CAL3QHC Output, October 2000.</i>			

## ENVIRONMENTAL IMPACTS

### Methodology and Significance Criteria

This air quality analysis is consistent with methods described in the SCAQMD California Environmental Quality Act (CEQA) Handbook (1993 edition).

The following calculation methods and estimation models were utilized in ascertaining air quality impacts: SCAQMD construction emissions calculation formulas, the CARB URBEMIS 7G emissions model, the Caltrans EMFAC emissions factor model, and the USEPA's CAL3QHC dispersion model software.

A project would have a significant impact if its daily construction or operation phase emissions were to exceed significance thresholds for carbon monoxide (CO), reactive organic gas (ROG), nitrogen oxides (NOX), sulfur oxides (SOX) or particulates (PM10) as established by the SCAQMD. Significance thresholds appear in Table 6 on page 83. Additionally, a project would have a significant impact if it were to cause criteria pollutant concentrations to exceed any CAAQS at a sensitive receptor location.



**Table 6**  
**SCAQMD Daily Emissions Thresholds <sup>1</sup>**

<b>Criteria Pollutants</b>	<b>Construction</b>	<b>Operations</b>
Carbon Monoxide (CO)	550	550
Reactive Organic Gas (ROG)	75	55
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Sulfur Oxides (SO <sub>x</sub> )	150	150
Particulates (PM <sub>10</sub> )	150	150
<sup>1</sup> In pounds per day <i>Source: South Coast Air Quality Management District.</i>		

The proposed project does not contain lead, hydrogen sulfide, or sulfates emissions sources; therefore, emissions and concentrations related to these pollutants will not be analyzed in this report.

## **Project Impacts**

### ***Construction Phase Daily Emissions***

The proposed project would generate pollutant emissions from the following construction activities: (1) demolition, (2) grading and excavation, (3) construction worker travel to and from project sites, (4) delivery and hauling of construction supplies and debris to and from project sites, and (5) fuel combustion by on-site construction equipment. Table 7 on page 84 shows the estimated daily emissions associated with each construction phase. Daily emissions were derived using the applicable emission factors and formulas found in the SCAQMD CEQA Handbook, Appendix to Chapter 9.

As indicated in Table 7, grading/excavation phase PM<sub>10</sub> emissions are anticipated to exceed the SCAQMD significance threshold of 150 ppd, which would result in a short-term significant impact.

### ***Operations Phase Daily Emissions***

Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). The traffic report prepared for the project indicates that the project would generate a net increase of 3,442 weekday daily trips to the surrounding roadway system.

**Table 7**  
**Daily Construction Emissions <sup>1</sup>**

Construction Phase	CO	ROG	NOx	SOx	PM <sub>10</sub>
SCAQMD Threshold	550	75	100	150	150
Demolition	25	5	37	3	60
Grading/Excavation	27	5	43	3	344
Foundation	18	3	20	2	13
Building Erection/Finishing	36	5	41	3	26
Maximum	36	5	43	3	344
Exceed Threshold?	No	No	No	No	Yes
<sup>1</sup> Daily emissions are expressed in pounds per day. <i>Source: Terry A. Hayes Associates, October 2000.</i>					

Operational emissions were estimated using the California Air Resources Board's URBEMIS 7G operational emissions model, which considers land use, vehicle mix, and average trip lengths to estimate daily project operations-phase emissions. The results, shown in Table 8 on page 85, indicate that operational emissions are not anticipated to exceed daily SCAQMD significance thresholds. Thus, long-term impacts resulting from daily operational emissions would be considered less than significant.

#### ***Carbon Monoxide (CO) Hot Spots***

CO concentrations were calculated using the US Environmental Protection Agency's CAL3QHC micro scale dispersion model. As indicated in Table 9 on page 85, the "Proposed Project" CO concentrations would range from 10.3 to 13.4 ppm for 1-hour concentrations; and from 7.2 to 9.4 ppm for 8-hour concentrations. There would be no violation of the 20 ppm 1-hour standard; however, the 8-hour concentration standard of 9.0 ppm could potentially be exceeded in areas adjacent the intersection of Sepulveda and Manhattan Beach Boulevard.

**Table 8**  
**Daily Operations Emissions <sup>1</sup>**

Project	Daily Trips	Pollutant			
		CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Proposed Project	3,442	195	22	39	22
<b>SCAQMD Threshold</b>		<b>550</b>	<b>55</b>	<b>55</b>	<b>150</b>
<b>Exceed Threshold?</b>		<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Daily emissions are expressed in pounds per day. Source: Terry A. Hayes Associates, URBEMIS 7G Output results, October 2000.					

As shown in Table 9, below, the estimated worst-case 8-hour concentration would violate the State standard in areas adjacent to the intersection of Sepulveda and Manhattan Beach Boulevards, either with or without the proposed project. Whenever baseline conditions already exceed the State standard, the SCAQMD CEQA Handbook states that the incremental project CO contribution must be evaluated. The increment significance threshold is 1 ppm for the 1-hour averaging period, and 0.45 ppm for the 8-hour averaging period. Since the project contribution would be negligible (i.e., less than 1 ppm), this can be considered a less-than-significant impact.

**Table 9**  
**2005 Worst-Case Co Concentrations <sup>1</sup>**

Project	Daily Trips	Pollutant			
		CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Proposed Project	3,442	195	22	39	22
<b>SCAQMD Threshold</b>		<b>550</b>	<b>55</b>	<b>55</b>	<b>150</b>
<b>Exceed Threshold?</b>		<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Daily emissions are expressed in pounds per day. Source: Terry A. Hayes Associates, URBEMIS 7G Output results, October 2000.					

*Consistency with the AQMP*

Criteria for determining consistency with the AQMP is defined in Chapter 12, Section 12.2 and Section 12.3 of the South Coast Air Quality Management District's CEQA Air Quality Handbook.

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for projects include forecasts of project emissions in a regional context during construction, and in a regional as well as local context, during project occupancy. As indicated later in this section, these forecasts indicate that, with application of prescribed mitigation measures, daily construction and operations emissions are not anticipated to exceed SCAQMD significance thresholds. Above all, the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions.

The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As indicated previously, CO concentrations were modeled using the USEPA CAL3QHC dispersion model. The analysis indicated that the project would not cause or exacerbate an existing violation of the State CO concentration standard; therefore, the proposed project can be considered to comply with Consistency Criterion 1.

Regarding the project's consistency with AQMP growth assumptions, these assumptions are generated by SCAG. SCAG derives its assumptions, in part, based on the General Plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the General Plan, it can be assumed to be consistent with growth assumptions in the AQMP.

The Proposed Project is not growth inducing, and the estimated job creation that would result from implementation of the Proposed Project is not sufficiently large to call into question the employment forecasts for the subregion adopted by SCAG. Since the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that this project would be consistent with the projections in the AQMP. Thus, the proposed project can be considered to comply with Consistency

Criterion 2. Accordingly, the project would be consistent with AQMP's goals, policies, and programs for improving regional air quality conditions.

## **CUMULATIVE IMPACT ANALYSIS**

The project traffic consultant, in consultation with City of Manhattan Beach Planning Department personnel, did not identify any related projects within the area that may be affected by the proposed project. Since proposed project emissions are not anticipated to SCAQMD significance thresholds, and no related projects have been identified within the area that may be affected by the proposed project, the emissions contribution from project-related traffic would have a cumulatively less-than-significant impact on regional air quality. More importantly, as described above, the project would be consistent with the AQMP, which addresses air quality regulations and policies on a regional scale. Therefore, the project's cumulative air quality impact would be considered less than significant.

## **MITIGATION MEASURES**

As indicated previously in Table 7 on page 84, grading/excavation phase PM10 emissions are anticipated to exceed the SCAQMD significance threshold of 150 ppd, which would result in a short-term significant impact. The following mitigation measures are prescribed in an effort to reduce this impact to a less-than-significant level.

- The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.
- Site-wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all site grading and excavation activity.
- All haul trucks shall either be covered or maintained with two feet of free board.
- All haul trucks shall have a capacity of no less than 14 cubic yards.
- All unpaved parking or staging areas shall be watered at least four times daily.
- Site access points shall be swept/washed within thirty minutes of visible dirt deposition.
- On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.
- Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.

- Car-pooling for construction workers shall be encouraged.

## LEVELS OF SIGNIFICANCE AFTER MITIGATION

Implementation of the above-mentioned mitigation measures is anticipated to result in a substantial reduction in airborne particulate (PM10) emissions. Reductions in CO, ROG, NOX, and SOX emissions would be negligible. The estimated PM10 emissions reduction for each major construction phase is shown in Table 10, below. As shown in Table 10, application of prescribed mitigation measures are anticipated to reduce construction phase PM10 emissions to levels below significance thresholds. Therefore, with proper implementation of prescribed mitigation measures, development of the proposed project would not result in any unavoidable significant air quality impacts.

**Table 10**  
**Estimated Daily PM10 Emissions Reduction With Mitigation <sup>1</sup>**

<b>Construction Phase</b>	<b>Without Mitigation</b>	<b>With Mitigation</b>	<b>Net Benefit</b>
Demolition	60	50	10
Grading/Excavation	344	99	245
Foundation	13	13	-
Building Erection/Finishing	26	26	-
<sup>1</sup> Daily emissions are expressed in pounds per day. <i>Source: Terry A. Hayes Associates, October 2000.</i>			

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## V. ENVIRONMENTAL IMPACT ANALYSIS

### C. LAND USE

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#### ENVIRONMENTAL SETTING

##### Existing Land Uses

###### *Civic Center*

The Civic Center is generally bounded by 15<sup>th</sup> Street to the north, Highland Avenue to the west, 13<sup>th</sup> Street and the Metlox property to the south and Valley Drive to the east. The Civic Center portion of the project site includes the existing Fire Department, Police Department, and Public Library Buildings. The existing City Hall building is not a part of this project. Including the surface parking lot area of the Civic Center, the Civic Center portion of the project occupies approximately 4.77 acres (or 208,200 square feet).<sup>6</sup>

The current Police Department building, located at 420 15<sup>th</sup> Street, consists of approximately 20,637 square feet. Fire Station No. 1 consists of approximately 10,567 square feet and is located at 400 15<sup>th</sup> Street, between the Police Department and City Hall. The Public Library building, which lies to the south of the City Hall building, is approximately 12,100 square feet. Altogether, the combined floor area of existing Civic Center uses on the project site total approximately 43,304 square feet; a floor area ratio (FAR) of 0.21:1.

###### *Metlox*

The former Metlox Potteries site occupies the northwest corner of Valley Drive and Manhattan Beach Boulevard. The site lies adjacent to the south end of the Civic Center and is generally bounded by Manhattan Beach Boulevard on the south, Morningside Drive on the west, Valley Drive on the east, and the Manhattan Beach Civic Center on the north. The former "H20" site located at the northeast corner of Manhattan Beach Boulevard and Morningside Drive is not a part of this project. For purposes of determining the floor area ratio for the site, the buildable lot area for the Metlox property is approximately 97,000 (or approximately 2.19 acres), which excludes public rights-of-way (i.e., the proposed 13<sup>th</sup> Street dedication, sidewalk setbacks, etc.).

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<sup>6</sup> The total area for the Civic Center site was based on The City of Manhattan Beach Topographic Map (Map Sheets 12 and 8), Public Works Department, City of Manhattan Beach, California (scale 1"=100'). This area calculation excludes the City Hall building footprint area.

The Metlox site was previously occupied by a manufacturing use (Metlox Pottery closed in 1976). The southern portion of the site, contiguous to Manhattan Beach Boulevard, is currently undeveloped. The northern portion of the site, contiguous to the Civic Center, is currently developed as a public parking lot providing approximately 125 temporary parking spaces. This lot was developed as a temporary use to be removed upon construction of the Metlox Development.

In May 1996 the City Council approved a use permit and Coastal Development Permit to allow for the temporary use of the Metlox site as a surface parking lot. The use of these spaces is available to the public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was approved as a temporary use, and was not intended, nor approved to be utilized as a permanent parking area. The temporary nature of the lot was reflected in the conditions of approval attached to the use permit and coastal development permit. This condition indicates that the permit is valid for a two-year period expiring in 2000, with an extension of up to two years. Specifically, the resolution states that: "The Use permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002."

### **Surrounding Land Uses**

The project site is located at the east entrance to the Downtown Manhattan Beach area. The Downtown area is generally bounded by 15<sup>th</sup> Street to the north; 8<sup>th</sup> Street to the south; Ocean Drive to the west; and Valley Drive to the east. The commercial businesses in this area include eating and drinking establishments, service-oriented commercial uses, retail commercial shops, commercial offices, and residential uses. A Vons Supermarket is located south of the Metlox property, on the south side of Manhattan Beach Boulevard. Uses immediately surrounding the Metlox site to the west along Morningside Drive include a three-story public parking garage and 2 three-story commercial office buildings.

The project site is bordered by the Valley Drive/Ardmore Drive corridor to the east. The southbound only lanes of Valley Drive and northbound only lanes of Ardmere Drive are separated by a raised median. The raised median includes a public parking lot and is landscaped to provide a buffer and transition between the Downtown Commercial area and the residential neighborhoods to the east. Single-family and high-density residential uses are located east of the project site, on the opposing side of the Valley Drive/Ardmore Drive corridor.

Medium density residential land uses and the United States Post Office are located on the north side of the Civic Center site, across 15<sup>th</sup> Street. The Good Stuff restaurant is located at the northeast corner of Highland Avenue and 13<sup>th</sup> Street, immediately adjacent the Public Library site to the west. Land uses to the south of 13<sup>th</sup> Street include small scale commercial and retail uses.



## City of Manhattan Beach General Plan Land Use Element

The General Plan Land Use Element designates six major categories of land uses which roughly correspond to existing development patterns. They include residential, commercial, industrial, public facilities, open space, and mixed commercial/residential uses. The residential designation is further subdivided into three density ranges: Low, Medium, and High density. The commercial designation is subdivided into five density ranges: General Commercial, Local Commercial, Manhattan Village Commercial, North End Commercial, and Downtown Commercial. Other land use designations include Public and Semi-Public and Open Space.

The Civic Center portion of the project site is designated as "Public Facility." The Public Facilities designation refers to those land uses that are operated and maintained for the public's benefit, welfare, or use. Public facilities include educational facilities, utilities, and other government activities. The maximum floor area ratio for Public Facilities is 1:1.

The Metlox portion of the project site is designated as "Downtown Commercial." The Downtown Commercial designation applies only to the City's historic downtown, the area surrounding the intersection of Manhattan Beach Boulevard and Highland Avenue. A special designation was created in recognition of the importance of the area as a focus of community activity and service area for beach visitors. It also recognizes the special design constraints on development and the City's efforts to encourage a unified design theme in the area. The maximum floor area ratio permitted in this land use designation is 1.5:1. Residential development consistent with the High Density designation is also permitted in this area.

The citywide goals of the General Plan Land Use Element that are applicable to the proposed project site are provided below. To the extent that the citywide goals are achieved, an analysis of the project's consistency with the implementing policies that support these goals is included in the Environmental Impacts Section.

- **Goal 1:** Maintain the low profile development and small town atmosphere of Manhattan Beach.
- **Goal 3:** Encourage the provision and retention of private landscaped open space.
- **Goal 4:** Support and encourage the viability of the commercial areas of Manhattan Beach.
- **Goal 5:** Encourage high quality, appropriate private investment in commercial areas of Manhattan Beach.

- **Goal 6:** Continue to support and encourage the viability of the “Downtown” area of Manhattan Beach.

### **City of Manhattan Beach Zoning Code**

Development regulations within the City of Manhattan Beach fall under the authority of Section 10.01.010 of the Municipal Code, also known and cited as the "Planning and Zoning Ordinance of the City of Manhattan Beach," or "Planning and Zoning Ordinance." The project site is located within District III of the City Zoning Code. The zoning designations for District III are depicted in Figure 22 on page 93.

As depicted in Figure 22, the Civic Center property is located within the “PS Public and Semi-Public District.” The current Police Department, Fire Department, and Public Library uses fall within the permitted uses allowed for the General Plan and zoning designations for the Civic Center site.

The Metlox property is located within the “CD Downtown Commercial District.” The purpose of the CD district is to provide opportunities for residential, commercial, public and semipublic uses that are appropriate for the downtown area. This district is intended to accommodate a broad range of community businesses and to serve beach visitors.<sup>7</sup>

The entire project site is located within the City of Manhattan Beach Coastal Zone overlay District and, as such, is subject to the more restrictive development regulations of the certified Local Coastal Program (LCP). The development regulations of the LCP, as they apply to the project, are provided in greater detail below.

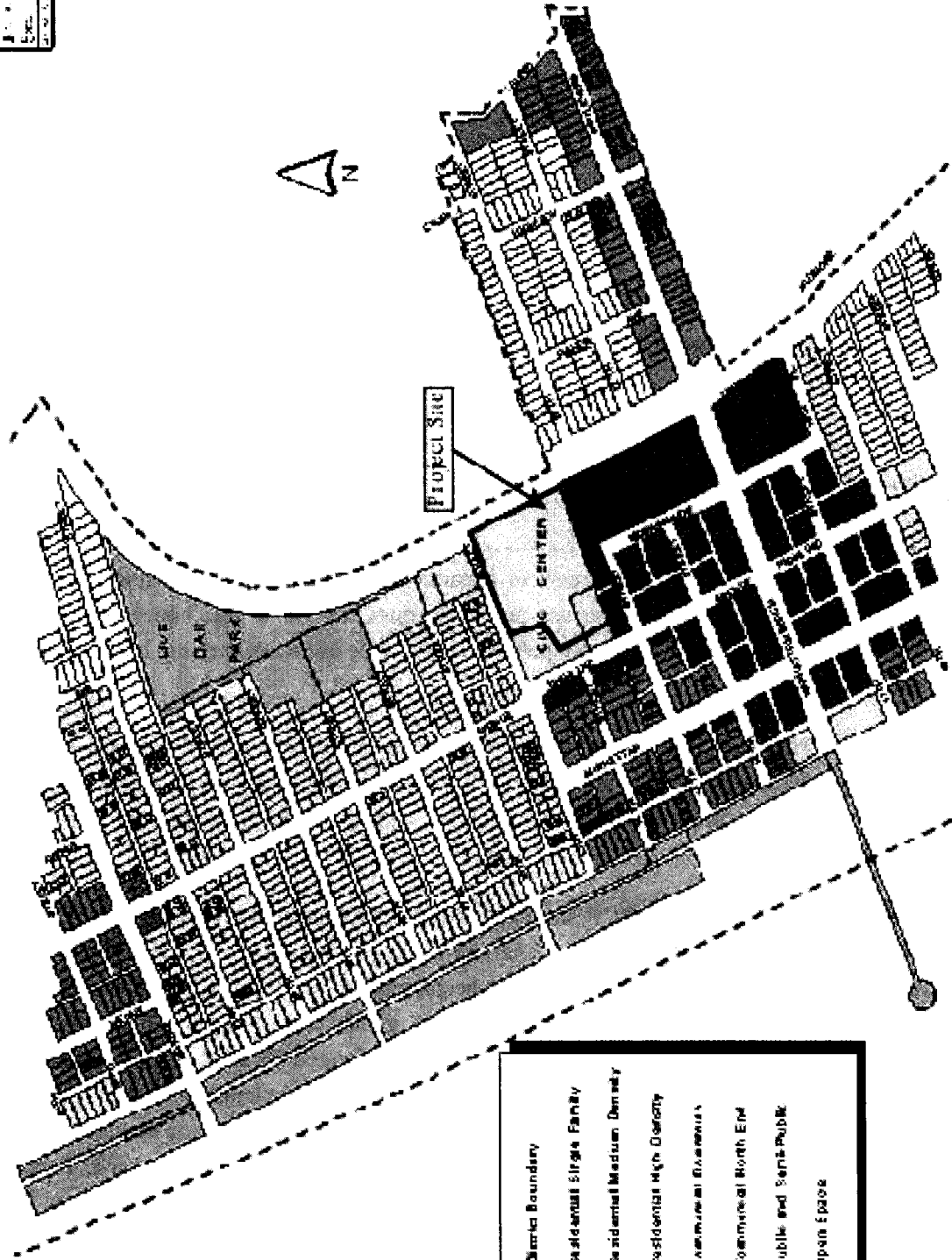
### **City of Manhattan Beach Local Coastal Program (LCP)**

The project site is located within the City of Manhattan Beach Coastal Zone and is subject to the development standards, development policies, and permit provisions of the City of Manhattan Beach LCP. The LCP Phase III Implementation Program, dated April 1998, was certified by the California Coastal Commission on May 24, 1994.<sup>8</sup> Upon certification of the City’s LCP, the California Coastal Commission (CCC) transferred responsibility for the issuance of Coastal Development Permits to the

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<sup>7</sup> *Manhattan Beach Zoning Code, Section 10.16.010.*

<sup>8</sup> *Amended by Ordinance No. 1961 (March 18, 1997) and Ordinance No. 1971 (October 7, 1997).*



- District Boundary
- Residential Single Family
- Residential Medium Density
- Residential High Density
- Commercial Downtown
- Commercial North End
- Public and Semi-Public
- Open Space

Figure 22  
Area District III Zoning Map

City. The project site is not located within an “ appeal jurisdiction” of the Coastal Zone, and any action taken by the City is not appealable to the Coastal Commission. The CCC has, however, been identified as a responsible State agency and will be involved as a reviewing agency in the EIR process. Given the location of the site, and the nature of the proposed development, issuance of a Coastal Development Permit will be required for this project. Additionally, given both the size of the site and the multi-use nature of the proposed project, a Use Permit will be required pursuant to Chapter A.84 of the City’s LCP. This issue will be addressed during the project’s entitlement applications through either a Master Use Permit or a Development Agreement.

### ***PS Public and Semipublic District***

The development guidelines for Public and Semipublic Districts are contained in Chapter A.28 of the LCP. The LCP includes the following specific purposes of commercial district regulations:

- A. Allow consideration of a large public or semi public use separately from regulations for an underlying base zoning that may or may not be appropriate in combination with the public or semipublic use.
- B. Allow consideration of establishment or expansion of a large public or semipublic use at rezoning hearings rather than at use permit hearings only, and give notice to all of the extent of a site approved for a large public or semipublic use by delineating it on the zoning map.
- C. Allow the Planning Commission and City Council to consider the most appropriate use of a site following discontinuance of a large public or semipublic use without the encumbrance of a base zoning district that may or may not provide appropriate regulations for reuse of the site.

As provided in Section A.28.040 of the LCP, the height limit in the PS district is 30 feet, as determined by the CUP and/or surrounding base districts. The surrounding districts are CD and “RM Medium Density Residential,” which have 30-foot maximum height requirements. The RM District has a maximum buildable FAR of 1.6:1. The CD District has a maximum buildable FAR of 1.5:1. However, even a more restrictive FAR of 1:1 is established in the General Plan. As such the maximum buildable FAR for the Civic Center site would be 1:1. Therefore, the maximum buildable floor area for the Civic Center site would be approximately 208,200 square feet. Allowable and permitted public uses in the PS District are specified in Section A.28.030 of the LCP. Impacts associated with Parking Code requirements are addressed in Section V.F. Transportation/Circulation.

***CD Commercial District***

The development guidelines for Commercial Districts are contained in Chapter A.16.C of the LCP. The stated purpose of the CD District is to provide opportunities for residential, commercial, public and semipublic uses that are appropriate for the downtown area. This district is intended to accommodate a broad range of community businesses and to serve beach visitors. The LCP includes the following specific purposes of commercial district regulations:

- A. Provide appropriately located areas consistent with the General Plan and Local Coastal Plan for a full range of office, retail commercial, and service commercial uses needed by residents of, and visitors to, the Coastal Zone.
- B. Strengthen the city's economic base, but also protect small businesses that serve city residents.
- C. Create suitable environments for various types of commercial and compatible residential uses, and protect them from the adverse effects of inharmonious uses.
- D. Minimize the impact of commercial development on adjacent residential districts.
- E. Ensure that the appearance and effects of commercial buildings and uses are harmonious with the character of the area in which they are located. Commercial projects involving the combination of three or more lots on sites exceeding 5,400 square feet shall be approved only if the scale and articulation of the facade of the proposed structure is consistent with its purpose statement.
- F. Ensure the provision of adequate off-street parking and loading facilities.
- G. Provide sites for public and semipublic uses needed to compliment commercial development or compatible with a commercial environment.
- H. Encourage commercial buildings that are oriented to the pedestrian, by providing windows and doors accessible from city sidewalks at or near sidewalk level, protecting pedestrian access along sidewalks and alleys and maintaining pedestrian links to parks, open space, and the beach.
- I. Carry out the policies and programs of the certified Land Use Plan.

The specific development regulations for the CD district establish a development density at a maximum buildable FAR of 1.5:1, or 143,550 square feet. As established in Section A.16.030 (G) of the LCP,

and depicted in Figure 23 on page 97, the maximum building height permitted for the Metlox site is 30 feet with a parking structure or a pitched roof, or 22 feet with a flat roof. Since the project includes a subterranean parking structure, the maximum allowable height for the Metlox property is 30 feet. The uses permitted within the CD designation are listed in Section A.16.020 on page 16-2 of the LCP. Impacts associated with Parking Code requirements are addressed in Section V.F. Transportation/Circulation.

### **Downtown Design Guidelines**

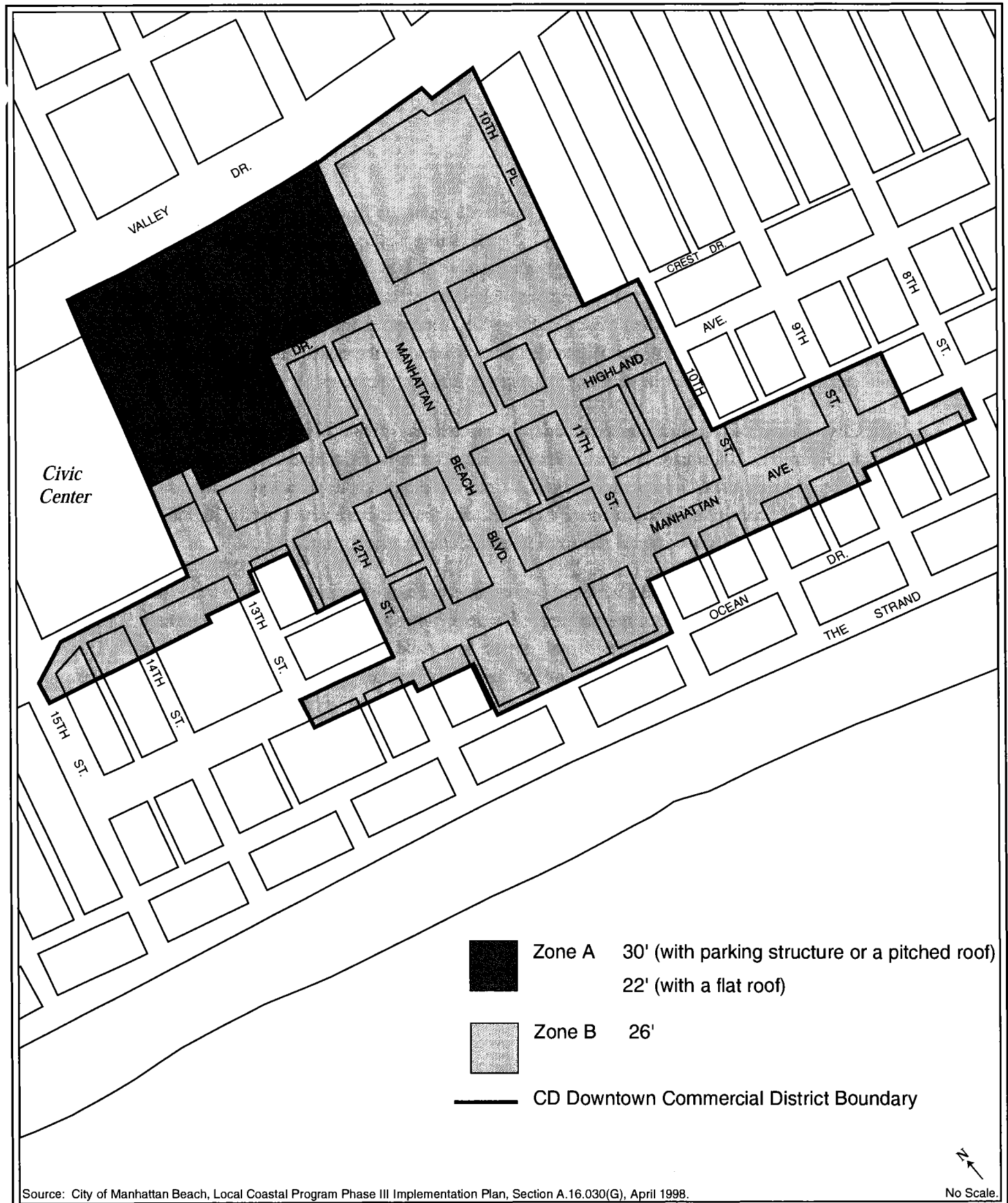
In June of 1998 the City Council adopted design guidelines for development within Downtown Manhattan Beach. The guidelines were developed as voluntary recommendations for the Downtown area, with the intent that architects and designers will use these guidelines as a guide to promote the community's desired design features in the City's Downtown area. Because the Guidelines do not fall under the legal authority of the Zoning Code or the General Plan, the project's consistency with the Design Guidelines are addressed in Section V.A. Aesthetics.

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

The analysis of land use impacts considers both the compatibility of proposed uses with adjacent land uses and consistency of the project with adopted plans and policies that govern land use on the project site. For purposes of this analysis, a significant land use impact would occur if any of the following circumstances occur:

- The project is substantially inconsistent with the planned uses for the site as established in the City of Manhattan Beach General Plan Land Use Element;
- The project does not comply with the requirements of the City of Manhattan Beach Zoning Code or LCP;
- The interface of physical and operational characteristics of the project are incompatible with the surrounding land uses.



## **Project Impacts**

The Civic Center portion of the project will involve a complete demolition and reconstruction of the existing Police and Fire Department Facilities. The existing facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot Public Safety Facility incorporating all administrative and operational functions of both departments. The net increase in developed floor area over existing Police and Fire Department facilities will be approximately 26,432 square feet. The proposed structure is intended to accommodate the spatial and modernization needs of both departments and will not involve any staffing or personnel increases.

The Civic Center also includes reconstruction of the existing Public Library building. The existing Public Library (12,100 square feet) will either be added on to or demolished and reconstructed with a new Public Library and Cultural Arts Center. Upon completion, the proposed Library and Cultural Arts Center will consist of an approximate 40,000 square foot structure with roughly 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center.

The Metlox project will include a mixed-use commercial development with subterranean parking, including some above-grade surface parking. The total floor area proposed is approximately 90,000 square feet comprised of retail, restaurant, office uses, and a 40-room lodging component. The preliminary design envisions one- and two-story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square. The maximum height of the proposed retail and commercial structures will not exceed 30 feet. The Town Square will include a Lookout Tower element, at a height not to exceed 70 feet. The Lookout Tower will offer public views of the pier, beach, ocean and other local landmarks in the Downtown area. Approximately 30,000 square feet of public open space will be provided through an extension of plazas, the Town Square, paseos and a sculpture garden.

## ***Consistency With the General Plan***

A summary discussion of the projects consistency with the policies of the General Plan, as they may apply to the proposed project site is included in Table 11 on page 99. As indicated in Table 11, the project would be substantially consistent with the policies supporting the citywide goals of the General Plan Land Use Element.



**Table 11**  
**City of Manhattan Beach General Plan Land Use Policies**

Land Use Policies	Project Characteristics
<p><b>Policy 1.1:</b> Limit the height of new development to three stories where the height limit is 30 feet or to two stories where the height limit is 26 feet, in order to protect the privacy of adjacent properties, reduce shading, protect views of the ocean, and preserve the low profile image of the community.</p>	<p>The Metlox project consists of one- and two-story commercial structures. With the exception of the Tower Element, the maximum height of the commercial buildings proposed is 30 feet. The project will be structurally compatible with the size and scale of existing commercial land uses along Morningside Drive, Manhattan Beach Boulevard, and adjoining streets.</p> <p>As addressed in Section V.A. Aesthetics/Views, ocean views will only partially be obstructed by the project (View 4). With the extension of 13<sup>th</sup> Street through the project, existing views of the ocean will remain unobstructed (Views 5 and 7).</p>
<p><b>Policy 1.2:</b> Require the design of all new construction to utilize notches, or balconies, or other architectural details to reduce the size and bulk.</p>	<p>The commercial building facades will be highlighted by relief and articulation created by a mix of materials, building surfaces (of varied finishes, pilasters and cornice details), storefront glass, paint, signage, lighting, and awnings (where appropriate). The storefront cornice, fascia, and pilaster details will reference building patterns found on many of the Manhattan Beach's historic structures. This design approach assures the integration of the Metlox Block buildings with the remainder of Downtown.</p>
<p><b>Policy 1.3:</b> Require the use of landscaping and setbacks to reduce the bulk of new buildings and add visual interest to the streetscape.</p>	<p>The project will include approximately 36,686 square feet of public open space through an extension of plazas, the Town Square, paseos and a sculpture garden. The project includes increased building setbacks at the corner of Valley Drive and Manhattan Beach Boulevard to facilitate pedestrian activity.</p>
<p><b>Policy 3.1:</b> Develop landscaping standards for the downtown which serve as a unifying and humanizing theme for the area.</p>	<p>Landscaping and hardscape features will be fully integrated throughout the plazas, the Town Square, paseos and a sculpture garden.</p>
<p><b>Policy 3.3:</b> Encourage the replacement of mature trees removed by new construction activity throughout the City with specimen trees.</p>	<p>The existing site includes few street trees with in the paved parking areas of the Civic Center Site. The site design features and open space areas will provide the opportunity to increase the presence of trees and landscaping materials, as appropriate.</p>
<p><b>Policy 4.1:</b> Protect all small businesses throughout the City which serve City residents.</p>	<p>The City's objectives for developing the Metlox project include providing a mix of unique local serving commercial tenants that are intended to compliment, and not compete with, the existing Downtown uses. While the project is not expected to become a regional draw, a beneficial impact from increased downtown visitation is expected at the local levels.</p>

**Table 11**  
**City of Manhattan Beach General Plan Land Use Policies**

<b>Land Use Policies</b>	<b>Project Characteristics</b>
<b>Policy 5.1:</b> The City recognizes the need for a variety of commercial development types and has designated areas appropriate for each. The City shall encourage development proposals which meet the intent of these designations.	The mix of commercial uses proposed under the Metlox development are consistent with the allowable commercial designations for the project site.
<b>Policy 5.2:</b> Require the separation or buffering of low density residential areas from businesses which produce noise, odors, high traffic volumes, light or glare, and parking, through the use of landscaping, setbacks, and other techniques.	The adjacent residential uses to the east are currently buffered from the project site by the Valley Drive/Ardmore corridor, which includes a surface parking lot and landscaping materials. The project will further buffer the effects of noise and light and glare by designing the core areas for pedestrian activities in the center of the Town Square, shielded from the adjacent residential uses by the proposed storefronts along Valley Drive.
<b>Policy 6.1:</b> Encourage the upgrading and expansion of businesses in the Downtown area to serve as a center for the community and to meet the needs of beach area residents.	The project serves to expand the existing commercial uses in the Downtown area by developing the currently vacant and undeveloped Metlox Potteries site. The project will provide a gateway into the Downtown area.
<b>Policy 6.2:</b> Develop and encourage the use of design standards for the downtown area to improve its visual identification as a unique commercial area.	The project is generally consistent with the Downtown Design Guidelines established for the CD District. The project's consistency with these guidelines is addressed in Section V.A Aesthetics.
<i>* As applicable to the Public Facility and Downtown Commercial General Plan Land Use designations.</i>	

### ***Consistency with the Zoning Code and LCP***

The uses proposed for the Civic Center portion of the project are consistent with the existing uses on site in which they are replacing and are consistent with the permitted uses allowed under the Public Facilities zone designation. The only new use proposed for the Civic Center site is the proposed Cultural Arts Center addition to the Public Library. The Cultural Arts Center will contain a stage for live community performances, dressing rooms, lobby, offices, kitchenette, restrooms, and exhibition space. As indicated in Section A.28.030 of the LCP, Cultural Institutions are a permitted use within the Public and Semipublic District. The Public Safety Facility and the Public Library and Cultural Arts Center will be designed and constructed not to exceed the 30-foot height restriction for the PS zone. As indicated in Table 12 on page 101, the proposed Civic Center structures would not exceed the maximum density allowed on the Civic Center site.

**Table 12**  
**Civic Center / Metlox Development Density Analysis**

<b>Proposed Use</b>	<b>Maximum Permitted FAR*</b>	<b>Lot Area</b>	<b>Maximum Permitted Density</b>	<b>Proposed Density (FAR)</b>
Civic Center	1:1	208,200 sq. ft.	208,200 sq. ft.	97,000 sq. ft. (0.46:1)
Metlox	1.5:1	95,700 sq. ft. **	143,550 sq. ft.	89,759 sq. ft. (0.94:1)
<p>* Floor area ratio.</p> <p>** The buildable lot area for the Metlox property is approximately 95,700 square feet or 2.19 acres. The buildable lot area does not include public rights of way (i.e., the 13th Street dedication , alleys, sidewalks, etc.).</p>				

The Metlox development would be substantially consistent with the development guidelines for Commercial Districts. The commercial and retail uses proposed are consistent with the allowable uses in the CD zone. As indicated in Section A.16.020 of the LCP, the following proposed uses are permitted uses within the CD District: Retail sales, personal improvement services (e.g., day spa). The following uses proposed for the Metlox Development will require a use permit to operate within the CD District: Eating and drinking establishments (e.g. restaurants and bakery), hotels & motels, offices (business & professional). Approvals and conditions of approvals for these uses will be addressed within the Master Use Permit or Development Agreement for the proposed Metlox Development. With procurement of a Master Use Permit or Development Agreement, land use consistency impacts would be less than significant.

As indicated in Table 12, above, the proposed Metlox structures would not exceed the maximum density allowed for the Metlox project site. All of the proposed Metlox structures, with the exception of the Tower Element, will be built in conformance with the 30-foot height requirement. The Tower Element, proposed at a height not to exceed 70 feet, will require approval of a height variance. In addition to the variance required above, the entitlements for the Metlox project will include either a Development Agreement or a Master Use Permit. Applicable building permits will also be required by the Department of Public Works. Additionally, in accordance with Chapter A.96 of the LCP, all development within the Coastal Zone requires approval of a Local Coastal Permit. As such, the City of Manhattan Beach and the applicant for the Metlox project will be required to submit Coastal Development Permit applications to the Community Development Department. With procurement of the necessary variance and permits, land use impacts would be less than significant.

### ***Land Use Compatibility***

The physical compatibility of the project with its surrounding environs is based on an analysis of proposed uses and improvements and their on- and off-site impacts associated with traffic, noise levels, air quality, and aesthetics/views. These effects are discussed in their respective sections of this EIR. A determination of the project's functional compatibility with surrounding land uses can also be used to determine if significant land use impacts would occur as a result of a proposed project. As disclosed in the respective Sections of the EIR, the proposed project would have less than significant impacts with respect to Aesthetics, Air Quality, Noise, Public Services (Police Protection), Risk of Upset (Hazardous Materials), Transportation and Circulation, and Hydrology/Water Quality.

From a functional perspective, the proposed project includes the desired planned uses for the area. In the case of the Civic Center uses, the project will provide the same uses as currently exist on site. With respect to the proposed Metlox development, the project will provide commercial and retail uses, which are consistent with the planned uses for the underlying General Plan and zoning designations. The project lies at the edge of the Downtown area and will provide an extension of the commercial and retail activities for this area. The project will therefore be functionally compatible with the present uses in the Downtown area and land use compatibility impacts would be less than significant.

### **CUMULATIVE IMPACTS**

As discussed in Section IV., Overview of the Environmental Setting, of this EIR, no major related projects were identified within the sphere of influence of the proposed project that would substantially affect cumulative growth. While no major developments are presently known within the proposed project area, future projects within the City of Manhattan Beach will be responsible for undergoing entitlement review as applicable to ensure consistency with the planning regulations and guidelines established within the City's Municipal Zoning Code, Local Coastal Program, and General Plan.<sup>9</sup> As such, future projects would be considered on a case-by-case basis by the City of Manhattan Beach. The project's consistency with the applicable citywide planning documents indicates that the project would result in a less than significant cumulative land use impact.

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<sup>9</sup> *The two reuse projects identified in the immediate project locale have already been entitled for future uses.*

## **MITIGATION MEASURES**

With procurement of the necessary land use entitlements (i.e., either a Development Agreement or a Master Land Use Permit) land use impacts associated with the proposed project would be less than significant and no mitigation measures are required or recommended.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Land use impacts would be less than significant and no mitigation measures would be required.



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## V. ENVIRONMENTAL IMPACT ANALYSIS

### D. PUBLIC SERVICES / POLICE PROTECTION

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#### ENVIRONMENTAL SETTING

The City of Manhattan Beach Police Department (MBPD) is the cornerstone for community public safety. The site is served by the MBPD located at 420 15<sup>th</sup> Street, which has a staff of 96 full-time and 25 part-time employees and volunteers. This includes 63 sworn officers. The current Police Department building was originally constructed in 1958 and was designed to support 58 employees. The total size of the original structure was 10,637 square feet with approximately 10,000 square feet added since construction. The police utilize a modular trailer for office space, and lease office space within the main Post Office. The result is a Police Department that is located in more than one location, which negatively impacts the Department's ability to efficiently and effectively protect and serve the community.<sup>10</sup>

The needs assessment prepared for the Police Department has identified a need for approximately 42,000 square feet of space, twice the size of the existing facility. In addition; there is insufficient space for patrol, investigative, traffic and administrative functions, the current facility does not meet current building codes and regulations, or seismic safety codes; and it lacks sufficient and secure parking for visitors, employees and Department vehicles.

According to the MBPD, existing personnel and equipment levels are considered adequate to meet current demands for police service in the City.<sup>11</sup> The average response time is approximately two minutes and forty seconds to emergency calls for service. The standard officer to population ratio, maintained by the MBPD, is approximately two officers per 1,000 population. The City of Manhattan Beach's 1997 population was estimated at approximately 34,000. In addition, crime rates in the Manhattan Beach area are classified as "low."

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<sup>10</sup> The City of Manhattan Beach Police Department Fact Sheet at website; [http:// www.ci.manhattan-beach.ca.us/](http://www.ci.manhattan-beach.ca.us/).

<sup>11</sup> The MBPD, Lieutenant Dale E. Reissig, fax response, April 13, 2000.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

The proposed project's impact upon public safety would be considered significant if the proposed project substantially increases the on-site population, or provides unsafe design elements into the proposed structures and site plan, to the extent that it would diminish the current level of police protection services provided by the MBPD. The adequacy of police protection is based on the availability of police personnel and equipment, response time, and the MBPD's judgment for project needs (e.g. anticipated crime rate and police activity level) in the area.

### Project Impacts

Implementation of the proposed project will result in increased activity on the project site, which could create a greater demand for police protection services. The Civic Center portion of the project will involve reconstructing the existing Police and Fire Department Facilities. Due to the age and condition of the existing structures, as assessed in the Public Facilities Fact Sheet, the Fire Department building (10,568 square feet) and Police Department building (20,000 square feet) will be demolished and reconstructed on-site.<sup>12</sup> The facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot combined Police and Fire Department Public Safety Facility incorporating all administrative and operational functions of these departments. The net increase in developed floor area over existing conditions (for Police and Fire Department services) is approximately 26,432 square feet. The proposed Public Safety Facility building is intended to accommodate the spatial and modernization needs of both departments. Other than the relocation of Police Department personnel currently operating out leased office space in the Post Office, it will not involve any staffing or personnel increases on-site.

The new Public Safety Facility will include the following police serving functions; improved service areas to enhance service to residents and visitors, additional room for current and future crime fighting technologies and crime prevention programs, and an underground firing range. The functional design of the Public Safety Facility will complement as well as enhance the police presence within the Civic Center, the Metlox Development, and the surrounding Downtown Commercial neighborhood. Parking is proposed to be provided on-grade and below grade for Police Department, Fire Department and

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<sup>12</sup> Source: *The City of Manhattan Beach Police Department Fact Sheet* at website; [http:// www.ci.manhattan-beach.ca.us/](http://www.ci.manhattan-beach.ca.us/).



Public Library functions, and for Civic Center public and staff. The subterranean parking, which due to limited visibility from the general public at street level, could increase the risk to public safety.

Access to public parking will be provided via the 15<sup>th</sup> Street (north) and 13<sup>th</sup> Street (south) driveways. The proposed public driveway at 15<sup>th</sup> Street will provide access to surface parking, as well as access to below grade parking via a driveway ramp located within the interior of the surface parking lot. The public driveway at 13<sup>th</sup> Street provides access to surface parking only. Police/Fire secured parking is accessed from 15<sup>th</sup> Street, 13<sup>th</sup> Street, and two locations along Valley Drive. The driveway at 15<sup>th</sup> and 13<sup>th</sup> Streets will provide direct access to below-grade secured parking. The Valley Drive locations access on-grade secured parking.

Based on the size and type of land uses proposed, the Metlox commercial development is expected to generate approximately 165 new employees. In addition, the project is expected to generate an additional 3,442 daily vehicle trips to the project area. With an increased on-site population, demands upon police services are naturally expected to increase to some extent. However, because the commercial project will be developed adjacent to the Public Safety Facility, the response time would be immediate should an emergency arise on site or within the immediate project vicinity. In addition, the level of police presence on site would in itself deter criminal activities. According to MBPD, the proposed project would not have a negative impact on police response times. An efficient and modern police facility with adequate parking for emergency response vehicles will enable police personnel to respond to critical incidents in a more timely manner.<sup>13</sup> In addition, the proposed development will have a minimal effect on the police service during construction and demolition of the police building(s). As discussed with the department, patrol officers normally patrol the city in marked police vehicles and respond from the field to calls for service. However, the increased demand on the MBPD by the project may impact response times to other emergencies in the City.

The proposed project would be required to comply with the MBPD's various police protection requirements (e.g., lighting, landscaping, building design, etc.). As such, it is not anticipated that the increase in the number of employees and visitors associated with the proposed project would substantially increase the requirement for services from the MBPD. Additionally, the proposed subterranean parking could present a public safety concerns associated with limited visibility from the street level. This has been a major consideration throughout the design and planning phases of the proposed project. However, it is one that can be mitigated through heightened security measures during the on-going operation of the project. Operation of the subterranean parking garage will include

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<sup>13</sup> The MBPD, Lieutenant Dale E. Reissig, fax response, April 13, 2000.

an on-site valet attendant during normal operating hours and will include private security patrol officers on an intermittent and as-needed basis. The MBPD has indicated that existing staffing levels are adequate and the inclusion of lighting, signage and an on-site valet during hours of operation will assist in lowering the risk to public safety.<sup>14</sup> Therefore, project impacts on police protection service would be less than significant.

## CUMULATIVE IMPACTS

No related projects were identified in the surrounding project area. However, implementation of the proposed project in conjunction with the ambient growth (or infill development rate) would further increase demands for police protection service. Increases in population and employee uses in the City would increase average response times, primarily for non-emergency calls. However, the impacts created by new development would be reduced by the incorporation of required security measures into each proposed development. In addition, the MBPD monitors the need for police services and proposes appropriate service enhancements through the yearly budgetary process. Therefore, cumulative impacts to police protection service would be less than significant.<sup>15</sup>

## MITIGATION MEASURES

Although no significant impacts upon public safety (police services) have been identified, the following mitigation measures shall be implemented to further reduce the risk to public safety.

- Prior to the issuance of building permits, project site plans should be subject to review by the MBPD and MBFD. All recommendations made by the MBPD and MBFD relative to public safety (e.g. emergency access) should be incorporated into conditions of project approval (i.e., Master Use Permit or Development Agreement).
- Prior to the approval of the final site plan and issuance of each building permit, the project applicant shall submit plans to the MBPD for review and approval for the purpose of incorporating safety measures in the project design, including the concept of crime prevention through environmental design (i.e., building design, circulation, site planning, and lighting of parking structure and parking areas). Design considerations should include an evaluation of

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<sup>14</sup> The MBPD, Lieutenant Dale E. Reissig, fax response, April 13, 2000.

<sup>15</sup> Ibid.

electronic surveillance systems, emergency call boxes and lighting systems in addition to architectural elements that allow direct vertical and horizontal views outside of the structure.

- The provision of an on-site valet attendant and/or patrol by private security officers during operation of the project shall be considered at peak parking demand times, as needed. This mitigation measure shall be incorporated into the conditions of project approval (i.e., Master Land Use Permit or Development Agreement) at the discretion of the City Council.

## **LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Project impacts on public safety would be less than significant before and after mitigation.



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## V. ENVIRONMENTAL IMPACT ANALYSIS

### E. RISK OF UPSET

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#### ENVIRONMENTAL SETTING

##### Civic Center Site

The Civic Center portion of the project site includes the existing Fire Department, Police Department, and Public Library buildings. Hazardous materials commonly stored and used on-site are generally limited to small quantities of common household cleaning solvents and supplies. The Manhattan Beach Fire Department (MBFD) currently utilizes a 250 gallon aboveground storage tank (AST), which stores diesel used to fuel MBFD's trucks and other City vehicles. According to records maintained by the MBFD, regular inspections of the tank have not revealed any leakage of diesel.

The State Water Resources Control Board (State Board) and nine Regional Water Quality Control Boards (Regional Boards) administer programs and policies to protect California's water resources. One of the programs administered by the State Board and the Regional Board is the Aboveground Petroleum Storage Tank Program. In 1989, the California Legislature found that in order to protect the State's people and natural resources from aboveground petroleum storage tank spills, an inspection program was necessary. The Aboveground Petroleum Storage Act (Act) became effective January 1, 1990. In general, the Act requires owners or operators of aboveground petroleum storage tanks to;

1. Conduct daily visual inspection of any tank storing petroleum;
2. Allow the regional board to conduct periodic inspections of the tank facility;
3. Install a secondary means of containment for the entire contents of the largest tank at the tank facility, plus sufficient space for precipitation, if the regional board determines this installation is necessary for the protection of the waters of the State.

Additionally, each owner and operator of a tank facility, which has the potential to impact surface waters or sensitive ecosystems, as determined by the regional board, shall install and maintain a system, approved by the regional board, to detect releases into surface waters, groundwaters or sensitive ecosystems. Owners and operators are required to make the monitoring results available and report all positive findings from the detection systems to the regional board and the California Department of Fish and Game within 72 hours after learning of the findings.

## **Metlox Site**

Historic activities on the proposed project site by the previous occupant, Metlox Potteries, were found to have contaminated soils on the site with unacceptable levels of lead, cadmium, and zinc. Metlox Potteries discontinued operations in 1989 and remediation of the site began in 1990. Hydrosearch, Inc., completed remediation and off-site disposal of the contaminated soil and debris in 1996 and submitted a closure report, dated May 1996, to the County of Los Angeles Fire Department (CLAFD). Based on the information in the closure report, the CLAFD concurred that the known site contamination had been satisfactorily mitigated for use.<sup>16</sup>

## **ENVIRONMENTAL IMPACTS**

### **Thresholds of Significance**

Impacts related to risk of upset would be significant if the project were located on a site which is included on a list of hazardous materials sites compiled by federal, state, or local agencies, and remedial action would not occur prior to occupancy of the site, or if the use, production, or disposal of hazardous materials from the project results in a hazard to the public or the environment in or near the area affected by the proposed project.

### **Project Impacts**

#### ***Civic Center Site***

The existing Manhattan Beach Police Department (MBPD) and Fire Department (MBFD) structures were originally constructed in 1958, and 1960, respectively. The Public Library building was constructed in 1975. Limited documentation was available concerning the presence and management of asbestos containing materials (ACMs), lead based paint, and Poly Chlorinated Biphenyls (PCBs) on the Civic Center site. Due to the age of the Civic Center buildings being demolished, ACMs, lead based paint, and PCBs may be located in the existing structures.<sup>17</sup> Exposure to ACMs during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. Should on-site structures containing such materials be demolished or renovated without proper stabilization and/or removal methods in accordance with applicable laws and regulations, ACMs, lead

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<sup>16</sup> County of Los Angeles Fire Department Site Mitigation Unit Health Hazardous Materials Division, Thomas W. Klinger, Supervisor, correspondence, June 26, 1996.

<sup>17</sup> Use of ACMs as a construction material was phased out starting in 1976 by the federal Toxic Substances Control Act (TSCA).

based paint, and PCBs could potentially be released into the environment which could represent a significant environmental impact.

As previously mentioned, the MBFD utilizes an AST, containing diesel used to fuel the department's vehicles. The AST would be removed during demolition of the existing on-site uses and replaced during project construction. During removal, replacement, and long-term usage activities, the AST could potentially result in fuel leakage, which could result in a release of hazardous materials. However, handling of the AST in compliance with Chapter 6.67, Aboveground Storage of Petroleum Health Safety Code § 25270-25270.13 of the State Water Resources Control Board Aboveground Petroleum Storage Act, would ensure no fuel leakage from the AST. Additionally, continued proper maintenance and inspections of the AST would prevent the release of hazardous materials into the environment. Development of this site would result in a less than significant project impact related to risk of upset.

Other potentially hazardous materials that may be used and/or stored on the Civic Center site include common household cleaners, solvents, paints, or lacquers. These chemicals would be removed from the structures prior to demolition and construction so as to avoid any accidental release or risk of upset from potentially hazardous substances. The associated risks of storing and or using such materials on site after construction is complete would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations. Therefore, no risk of upset would be created by continued operations of the redeveloped Civic Center uses.

#### ***Metlox Site***

As previously mentioned, historical soil contamination on the proposed project site has been remediated, and a closure report has been issued for the site. Additionally, the project site is not located on the UST Cleanup Fund Program Revised Priority List or the Leaking Underground Storage Tank Information System (LUSTIS) List that records sites known to generate, store, or be contaminated with hazardous materials.<sup>18</sup>

Besides small amounts of common household cleaning solvents and supplies, uses proposed for the Metlox Site (i.e., retail, office, bed and breakfast, and restaurant uses) do not include the use, storage, creation or disposal of large quantities of hazardous materials. The associated risks of storing and or using such materials on site after construction is complete would be adequately reduced to acceptable

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<sup>18</sup> UST Cleanup Fund Program Revised Priority List, May 18, 2000; State Water Resources Control Board Division of Clean Water Programs Leaking Underground Storage Tank Information System, July 14, 2000.

levels of safety via continued compliance with federal, state and local regulations. Therefore, development of this site would result in a less than significant project impact related to risk of upset.

## **CUMULATIVE IMPACTS**

No related project have been identified within the sphere of influence of the proposed project. Possible impacts resulting from implementation of unknown future projects would result from (a) new developments using or generating hazardous materials in the course of their production/service provision process, and (b) proximity of new developments to existing facilities which generate or have generated, hazardous materials. The immediate project site and surrounding area is generally comprised of retail, office, and other community-serving commercial uses and residential neighborhoods. There are no industrial or manufacturing uses in the nearby vicinity. None of the uses associated with the proposed project involve construction of uses that generate substantial quantities of hazardous materials. Based on existing regulations dealing with the use, storage, transport, and disposal of hazardous materials, laws governing underground storage tanks, and the location and nature of surrounding land uses, no significant cumulative impacts would occur.

## **MITIGATION MEASURES**

Potential impacts associated with the release of potentially hazardous substances during demolition activities can be mitigated to a level of insignificance by the following mitigation measure:

- Comprehensive surveys for asbestos containing materials (ACMs), lead based paint, and Poly Chlorinated Biphenyls (PCBs) shall be conducted by a registered environmental assessor for each existing on-site structure to be demolished or renovated under the proposed project. ACMs, lead based paint, or PCBs found in any structures shall be stabilized and/or removed and disposed of in accordance with applicable laws and regulations including, but not limited to, SCAQMD Rule 1403 and Cal OSHA requirements.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Implementation of the above listed mitigation measure would reduce hazards associated with the potential presence of potentially hazardous materials which may be located in existing structures that are proposed to be demolished or renovated as part of the proposed project. With implementation of this mitigation measure, project impacts regarding risk of upset would be less than significant.



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## V. ENVIRONMENTAL IMPACT ANALYSIS

### F. TRANSPORTATION/CIRCULATION

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The following Section presents a summary of the Traffic Study for the Proposed Civic Center/Metlox Development Project in the City of Manhattan Beach, dated September 2000. The Traffic Impact Study was prepared by Crain & Associates and is presented in its entirety in Appendix C to this Draft EIR. Due to seasonal variations in traffic patterns inherently associated with beachside communities, the Traffic Impact Study includes an analysis of existing conditions (year 2000) as well as estimated future (year 2005) traffic conditions during three representative time periods. Namely these periods include (1) AM/PM peak hour winter weekdays; (2) AM/PM peak hours summer weekdays; and (3) Saturday/Sunday summer weekends, before and after completion of the proposed project. For purposes of this analysis the summer season is identified as generally occurring between Memorial Day to Labor Day, however it is acknowledged that summer season flows are dependent on weather conditions and may extend the typical summer season beach patterns. Therefore, in assessing traffic impacts and providing mitigation measures, it is important to note that the occurrence of summer traffic impacts would be anticipated to occur during approximately three and one-half months out of the year.

#### ENVIRONMENTAL SETTING

The project site is located at the corner of Manhattan Beach Boulevard and Valley Drive in the City of Manhattan Beach. Manhattan Beach is located in the South Bay region of Los Angeles County, approximately two miles south of the Los Angeles International Airport. Surrounding cities include El Segundo to the north Hermosa Beach to the south, and Hawthorne and Redondo Beach to the east. The Pacific Ocean forms the western boundary of the city. The project site is located in the downtown area of Manhattan Beach, with a variety of retail, commercial and residential land uses within close proximity to the project site. The following describes the most important streets and access points in the study area.

#### Streets and Highways

Marine Avenue is an east-west oriented collector street located approximately one-half mile north of Manhattan Beach Boulevard and to the north of the project site. This street parallels Manhattan Beach Boulevard, and generally provides service between the coast and Vermont Avenue, on the east edge of the City of Gardena. Marine Avenue in the project vicinity is generally 22 to 28 feet in width, and provides a single traffic lane in each direction. On-street parking is typically allowed in the study area.

Highland Avenue is a north/south collector street that forms the western boundary of the project site. This street provides service from 45<sup>th</sup> Street in the north where it continues as Vista Del Mar to

Longfellow Avenue to the south where it terminates. Highland Avenue in the project vicinity is generally 36 feet in width with one travel lane per direction and on-street parking.

Ardmore Avenue and Valley Drive are roughly parallel roadways along an abandoned railroad right-of-way, which meanders through the City from Sepulveda Boulevard near the northern City limits to the southern Hermosa Beach City limits at Herondo Street. Valley Drive forms the eastern boundary of the project site. The two roadways provide couplet service, with one-way northbound Ardmore Avenue flows and one-way southbound Valley Drive flows, between 1<sup>st</sup> / 2<sup>nd</sup> Street and 15<sup>th</sup> Street. North of 15<sup>th</sup> Street, both Ardmore Avenue and Valley Drive provide two-way operation, with one through traffic lane in each direction. On-street parking is provided along the west side of Valley Drive, and the east side of Ardmore Avenue generally throughout the study area. Additionally, off-street parking areas are provided on the east side of Valley Drive near the City recreation facilities at Live Oak Park.

Blanche Road is a designated major local facility to the northeast of the project site. Blanche Road provides access from Rosecrans Avenue at the north City limit southward to Valley Drive, where it terminates. One travel lane is generally provided in each direction with the provision of limited on-street parking in a 30-foot wide roadbed.

Pacific Avenue is a north-south roadway to the east the project site. This street is an important collector roadway, providing a single lane plus on-street parking in each direction. Pacific Avenue is generally 38 to 40 feet wide through the City, although between 17<sup>th</sup> Street and Manhattan Beach Boulevard, adjacent to the Pacific School and City Child Development Center, this street widens to approximately 50 feet in width.

Sepulveda Boulevard is a north-south Major Highway located approximately one mile to the east of the project. Sepulveda Boulevard (State Route 1) is the key north/south transportation facility in the study area, providing continuous service throughout the Westside, from the San Fernando Valley through Orange County. South of the City, Sepulveda Boulevard becomes the Pacific Coast Highway. In the project vicinity, Sepulveda Boulevard is approximately 72 feet wide, and typically provides three through lanes in each direction plus left-turn channelization and a raised median island.

15<sup>th</sup> Street is an east-west oriented major local street that forms the northern boundary of the project site. This street provides access to the site, and provides service roughly between the coast and Laurel Avenue. 15<sup>th</sup> Street is approximately 40 feet in width and provides a two travel lanes in each direction between Highland Avenue and Valley Drive. Parking is generally allowed along both sides the street, although between Ardmore Avenue and Laurel Avenue, parking is prohibited along the south side of the street.

13<sup>th</sup> Street is a short local street that bisects the project site. In the project vicinity, 13<sup>th</sup> Street extends from Highland Avenue to Morningside Drive. One travel lane is provided in each direction with the

provision of on-street parking. At the intersection of Highland Avenue, left turns from 13<sup>th</sup> Street are prohibited.

Manhattan Beach Boulevard is an east-west arterial that extends from the Manhattan Beach pier easterly to Van Ness Avenue in the City of Gardena. In the project vicinity, Manhattan Beach Boulevard is approximately 50 feet wide, although east of Pacific Avenue, Manhattan Beach Boulevard exhibits a 60-foot width for most of its length through the City. This street provides two through traffic lanes in each direction east of Pacific Avenue with parking generally allowed on both sides of the street. West of Pacific Avenue, Manhattan Beach Boulevard continues to provide two lanes eastbound, but only one lane westbound plus on-street parking. Left-turn channelization has also been installed at major intersections along this roadway.

Manhattan Avenue is a discontinuous north/south major local facility to the west of the project site. This street begins in the north at Rosecrans Avenue and continues intermittently south through Hermosa Beach where it terminates at 1<sup>st</sup> Street. In the project vicinity, this street is approximately 36 feet wide with one travel lane provided per direction and with left-turn channelization at Manhattan Beach Boulevard.

Morningside Drive is a discontinuous north/south local facility that forms the western boundary of the project site along with Highland Avenue. Morningside Drive is continuous from 10<sup>th</sup> Place to 13<sup>th</sup> Street, within the project site. One travel lane per direction is provided with an approximately 36 foot wide roadway.

Together 1<sup>st</sup> Street and 2<sup>nd</sup> Street provide access between the coast and Aviation Boulevard. These east/west designated local facilities are located to the south of the project. One travel lane per direction is provided on each facility with on-street parking.

### **Existing Traffic Volumes**

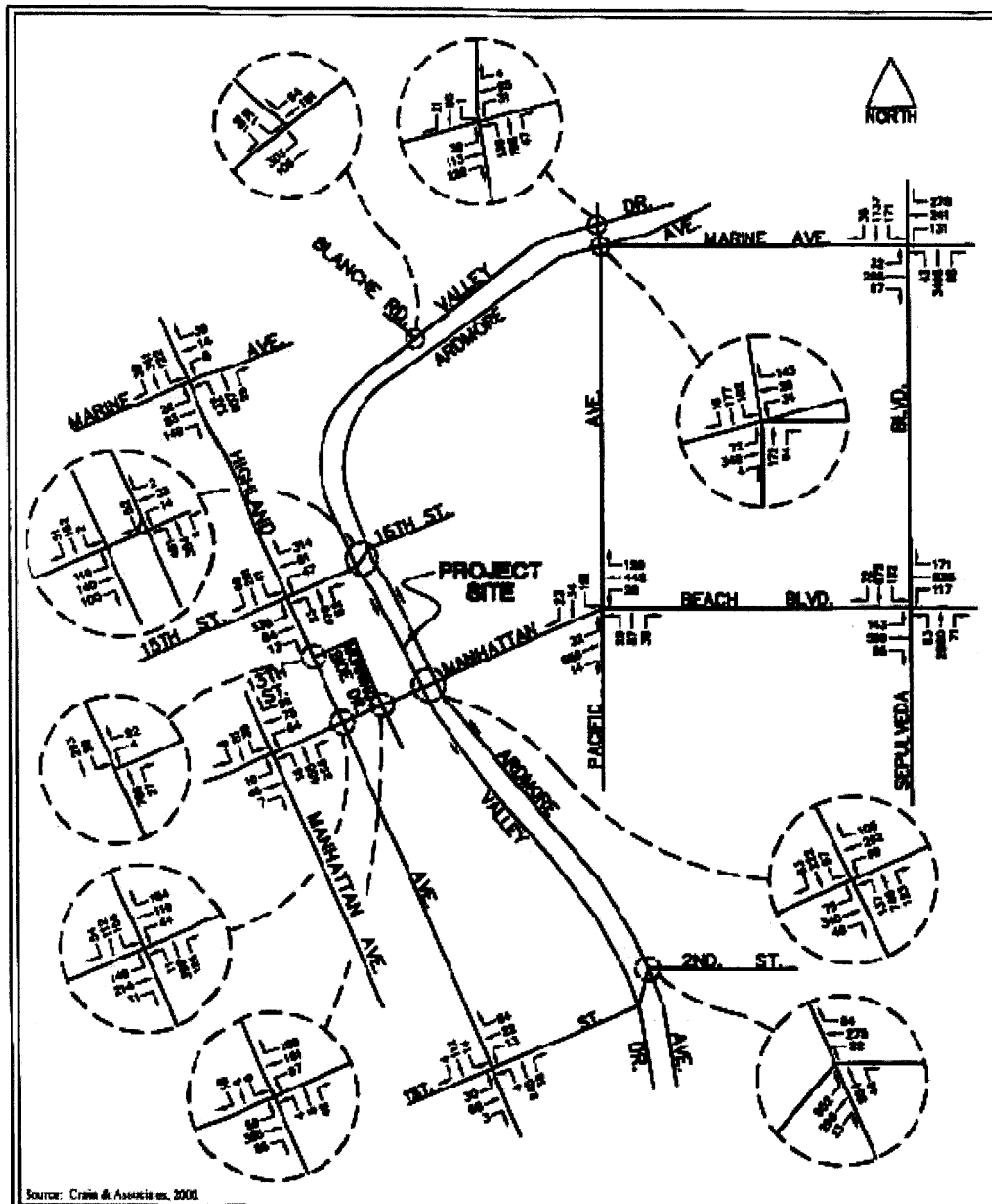
Crain & Associates, in conjunction with the City of Manhattan Beach traffic engineering consultant, CAJA staff, and input provided by individuals during the public scoping process, identified a total of 16 study intersections in the vicinity of the project site to be analyzed with regard to the potential traffic impacts of the proposed project. The 16 study intersections are identified as follows:

1. Marine Drive & Highland Avenue;
2. Valley Drive & Blanche Road;
3. Valley Drive & Pacific Avenue;
4. Ardmore Avenue/Marine Avenue & Pacific Avenue;
5. Marine Avenue & Sepulveda Boulevard;
6. Highland Avenue & 15<sup>th</sup> Street;

7. 15<sup>th</sup> Street & Valley Drive/Ardmore Avenue;
8. Highland Avenue & 13<sup>th</sup> Street;
9. Manhattan Beach Boulevard & Manhattan Avenue;
10. Manhattan Beach Boulevard & Highland Avenue;
11. Manhattan Beach Boulevard & Morningside Drive;
12. Manhattan Beach Boulevard & Valley Drive;
13. Manhattan Beach Boulevard & Pacific Avenue;
14. Manhattan Beach Boulevard & Sepulveda Boulevard;
15. Highland Avenue & 1<sup>st</sup> Street;
16. Ardmore Avenue & 2<sup>nd</sup> Street.

These 16 study intersections represent a sampling of the most direct routes into and out of the project area. As such they are expected to be most directly impacted by project-related traffic and represent the traffic impacts of the proposed project. Crain & Associates and the City of Manhattan Beach collected traffic count data for the 16 study intersections in years 1999 and 2000. Counts were collected for three distinct times of the year, namely: winter weekdays, summer weekdays and summer weekends. Due to the location of the project site in close proximity to the beach area and other attractions, summer counts were conducted in order to determine "worst case" project impacts. However, it should be noted that congested conditions of summer weekdays and weekends represent approximately 3 months out of the year.

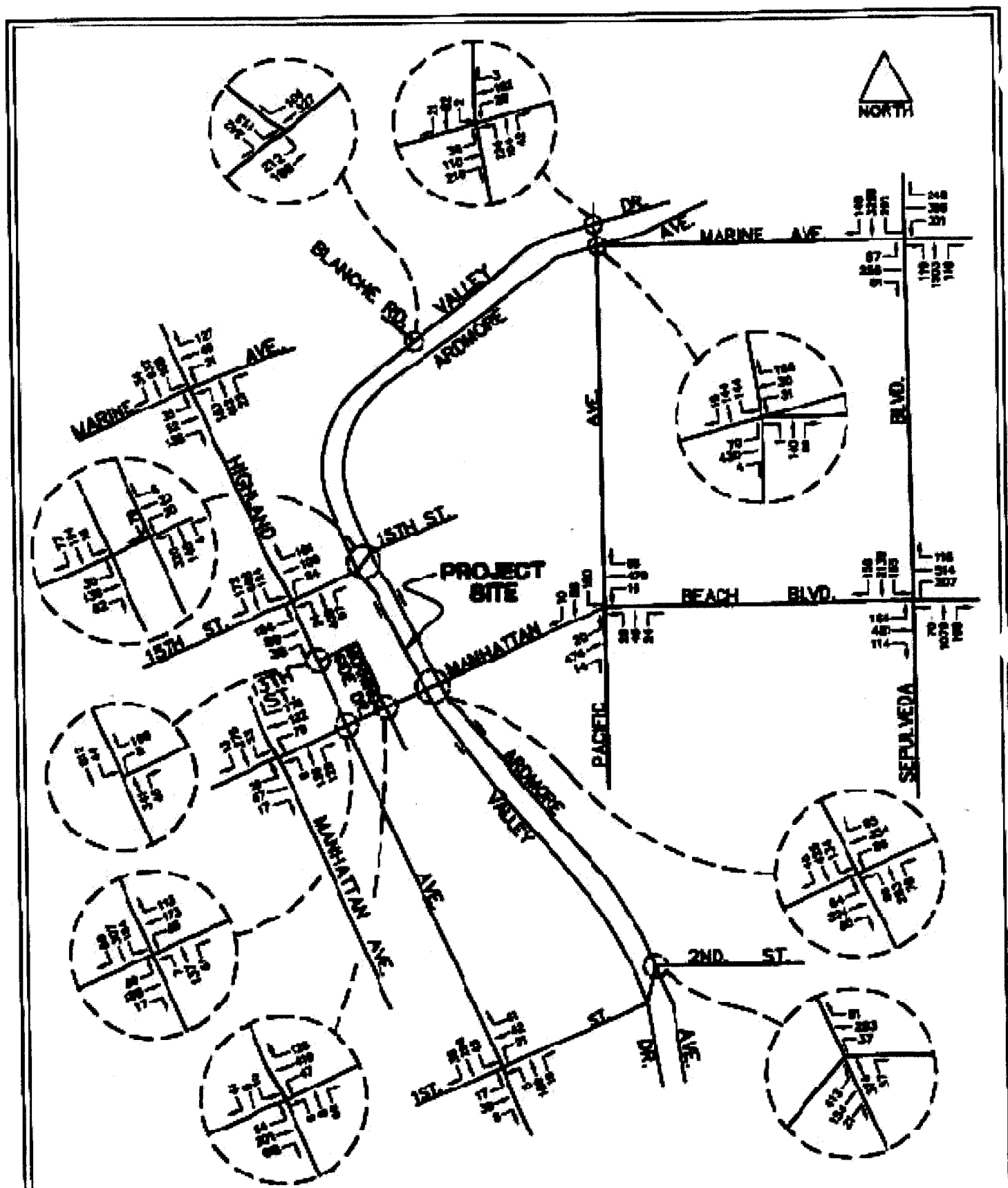
The summer and winter weekday counts were conducted during the AM and PM peak-hour periods. Weekday counts were gathered manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Summer Saturday and Sunday counts were collected between 1 :00 PM and 5:00 PM on a typical summer weekend. Count personnel counted the number of vehicles at each of the 16 study intersections making each possible turning movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. This method provides a "worst case" scenario, as it calculates the peak hour for each intersection independent of all other intersections. The winter weekday peak-hour traffic volumes for each study intersection are shown in Figures 24(a) and 24(b), on pages 117 and 118, respectively. Summer weekday peak-hour traffic volumes shown in Figures 25(a) and 25(b) on pages 119 and 120, respectively. Summer weekend volumes are depicted in Figures 26(a) and 26(b), on pages 121 and 122, respectively.

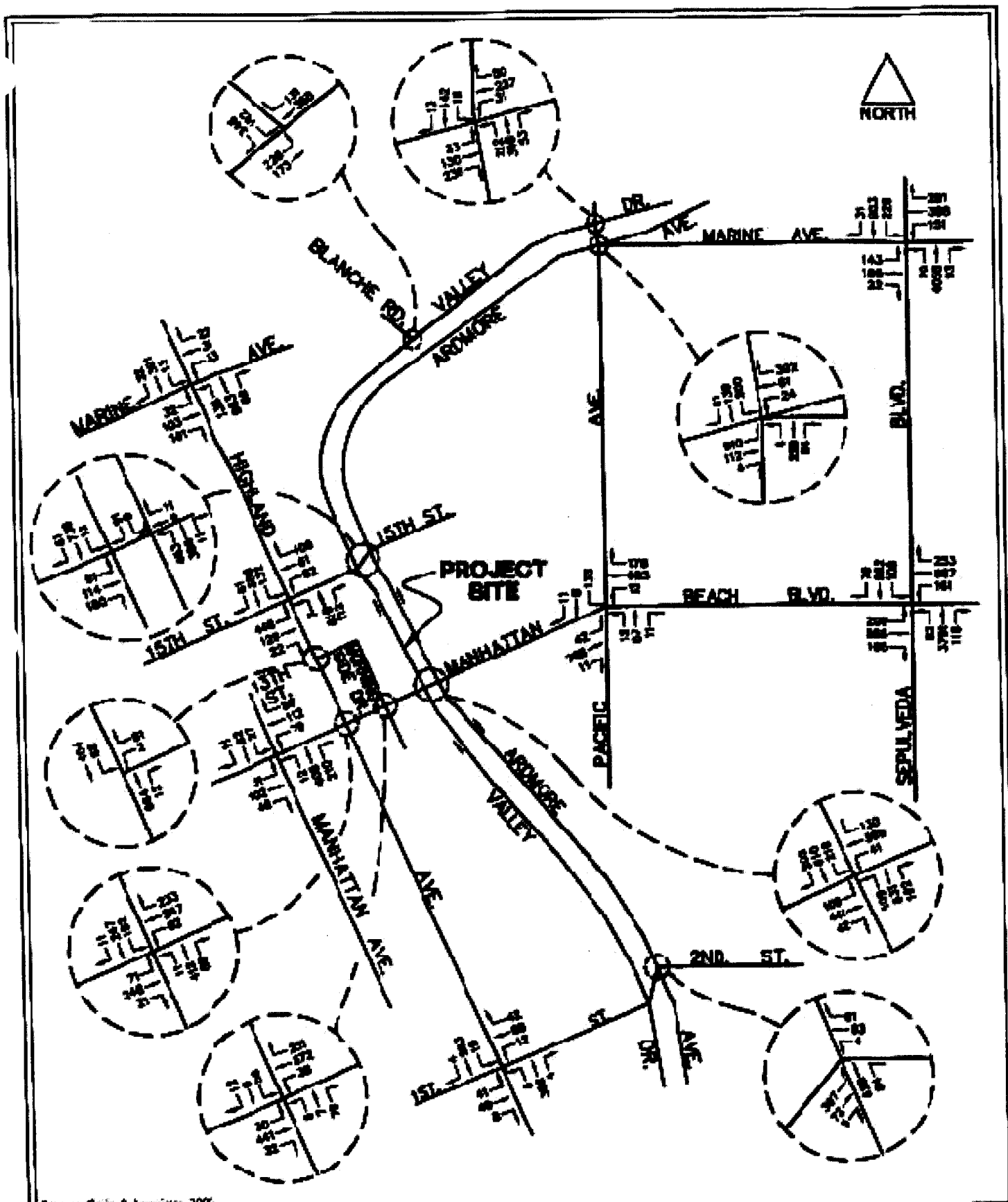


Source: Crain & Associates, 2000

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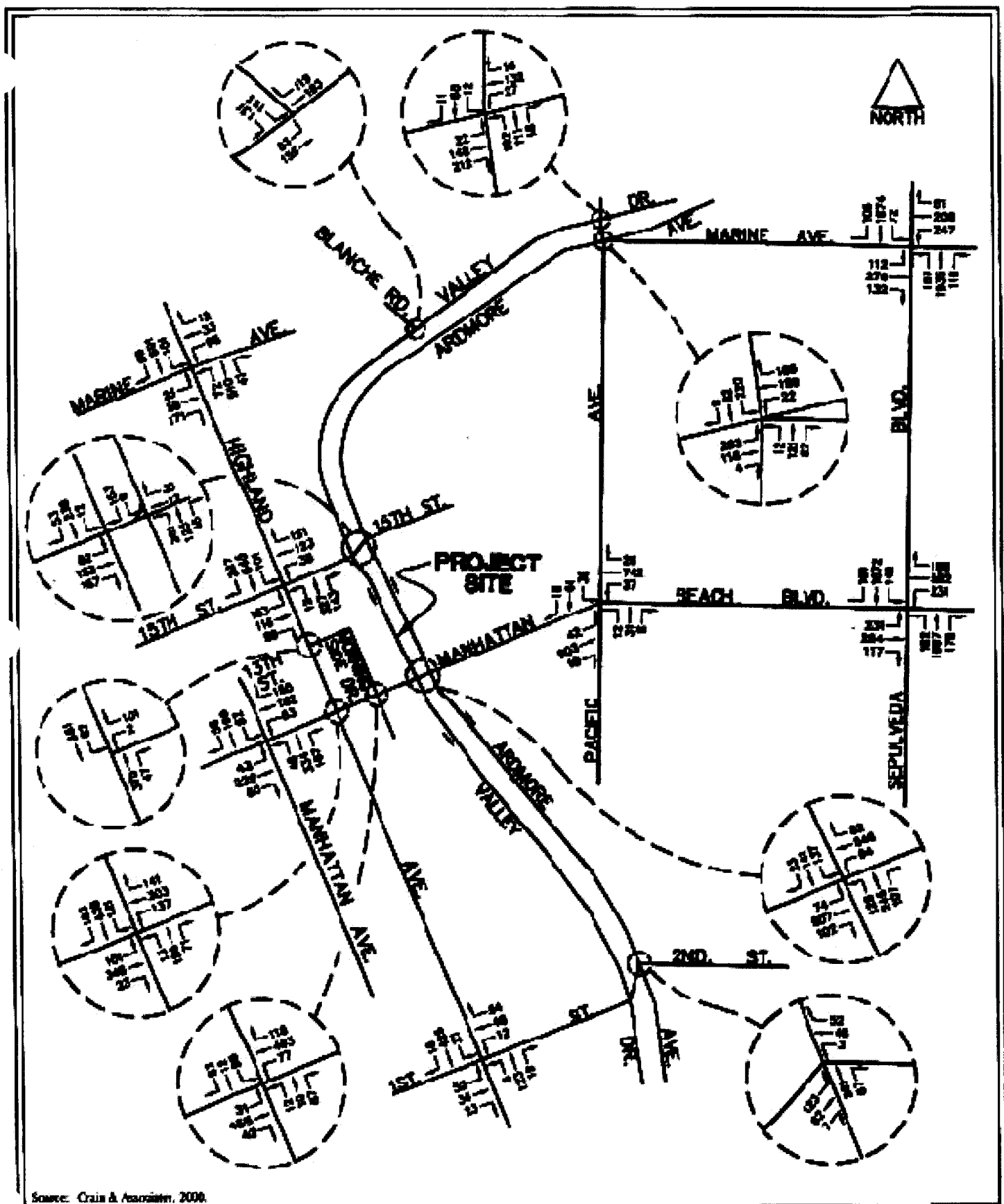
**Figure 24a**  
**Existing (2000) Traffic Volumes**  
**Winter Weekday AM Peak Hour**







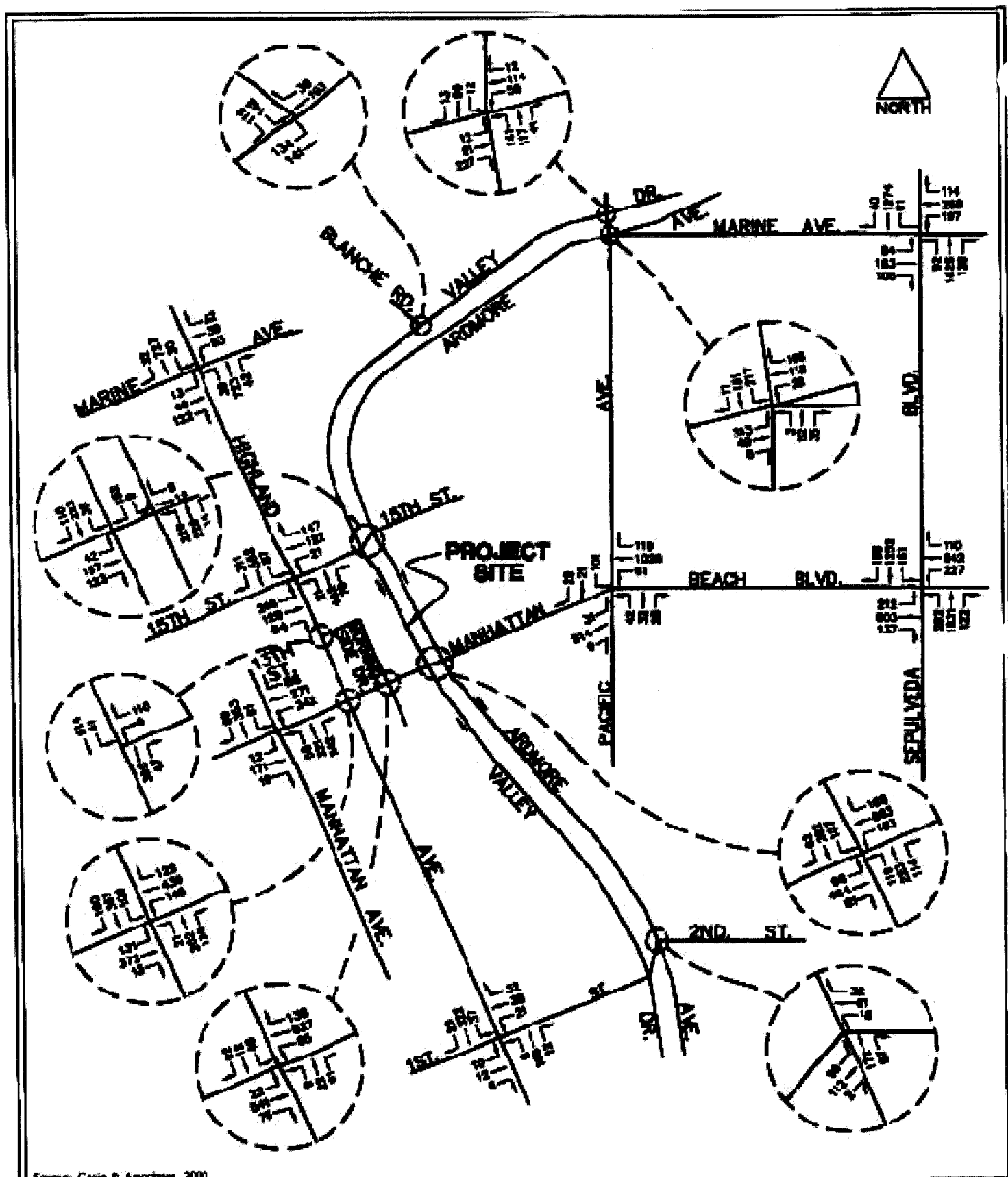




Source: Crain & Associates, 2000.

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Figure 26a  
Existing (2000) Traffic Volumes  
Summer Weekend Saturday Peak Hour



## Public Transportation

The Los Angeles County Metropolitan Transportation Authority (MTA) has established an extensive grid system of bus routes throughout the Los Angeles region. Some of these lines offer limited coverage of the South Bay communities. Other bus lines provide commuter service, via the regional freeway system, to other areas such as Downtown Los Angeles, Hollywood, the Wilshire corridor, Westwood/West Los Angeles, and Los Angeles International Airport. Typically, the commuter bus routes into Downtown Los Angeles provide peak period service only, operating inbound in the morning and outbound during the afternoon. The transit lines described below serve the study area directly, and via connecting bus service, provide connections to destinations throughout the Los Angeles basin.

MTA Line 439 travels north/south through Manhattan Beach on North Highland Avenue. Beginning in Downtown Los Angeles, this line serves the areas of Culver City, El Segundo, Manhattan Beach, Hermosa Beach and Redondo Beach. Service is provided on weekdays with headways ranging between 20 minutes to an hour. Weekend and Holiday service is also provided with hour headways. Access to the project site can be made from the intersection of Highland Boulevard and 14<sup>th</sup> Street, adjacent to the project site.

MTA Line 126 serves as an extension of MT A line 119 from the Green Line Hawthorne Station to the City of Manhattan Beach. Between Hawthorne and Manhattan Beach, this line travels primarily along Manhattan Beach Boulevard and Marine Avenue. Buses operate on this line only on weekdays with headways of approximately 50 to 60 minutes. Direct project access can be made from this route.

Commuter Express 438 is operated by the Los Angeles Department of Transportation as an express route from Redondo Beach, Hermosa, Manhattan Beach, and El Segundo to Downtown Los Angeles. Line 438 is a peak hour express line, operating three trips to Downtown Los Angeles in the morning between 6:00 AM and 7:20 AM, and three trips returning in the afternoon between 4:30 PM and 5:45 PM. Service for the Manhattan Beach Area is available from 14<sup>th</sup> Street and Highland Boulevard, adjacent to the project site. The Green Line Imperial/Aviation Station is the last local stop for Line 438, which then enters the Harbor and Century Transit ways, operating non-stop to Downtown Los Angeles.

The MTA also operates the Metro Green Line rail service from the western terminus at the Marine/Redondo Station. Together, these services provide access to the project site. Furthermore, when the transfer opportunities are considered between the Metro Green Line and the remainder of the regional rail system, the project is conveniently accessible by public transit from many areas throughout Los Angeles. Thus, some of the trips generated by the proposed development could utilize bus transportation as the primary travel mode. However in order to present the most conservative analysis

of the potential traffic impacts of this project, no public transportation use was assumed in the calculation of project trip generation.

### **Parking**

Currently, a total of 345 parking spaces are provided on the project site. There are a total of 220 parking spaces currently provided within the Civic Center for City staff and visitors. The existing parking lot serves the City Hall, the Public Library, and the Manhattan Beach Police and Fire Departments as well as provides visitor parking for the general public. The Civic Center provides 180 public parking spaces in the surface parking lot fronting the City Hall and Public Library building (including the rear lot of the Fire and Police Department buildings). Public parking lot 5, located to the south of the Public Library building on 13<sup>th</sup> Street provides an additional 40 public parking spaces.

A portion of the Metlox property is currently being used as a temporary surface parking lot, to provide 125 surplus parking spaces for the general public. In May 1996 the City Council approved a use permit and Coastal Development Permit to allow for the temporary use of the Metlox site as a surface parking lot. The use of these spaces is available to the public, as well as businesses participating in the Downtown Merchant parking program. The parking lot was approved as a temporary use, and was not intended, nor approved to be utilized as a permanent parking area. The temporary nature of the lot was reflected in the conditions of approval attached to the use permit and coastal development permit. This condition indicates that the permit is valid for a two-year period expiring in 2000, with an extension of up to two years. Specifically, the resolution states that: "The Use permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002."

## **METHODOLOGY**

### **Assessing Traffic Impacts**

The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity.<sup>19</sup> Traffic conditions are generally defined in terms of "Level of Service" or (LOS). LOS values are categorized into 6 separate classes from A through F. Levels of Service A to C denote conditions in which traffic operations are proceeding quite well, with no interruptions in traffic flow due to traffic volumes. Level D, a more constrained condition, is the level for which a metropolitan area street system is typically designed. Level E represents volumes at or near roadway capacity,

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<sup>19</sup> *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*

which will result in possible stoppages of momentary duration and occasional unstable flow. Level F is a forced-flow condition, occurring when a facility is overloaded and vehicles experience stop-and-go traffic with delays of long duration. A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 13, on page 126, can be used to determine the applicable LOS standards.

It should be noted that LOS values are defined to represent standard roadway movements in typical urban communities and do not take into consideration specific area characteristics according to land uses. Perceptions of acceptable levels of service may differ on the basis of localized community characteristics. LOS values of LOS E and F, for example, are generally more typical conditions in commercial business areas such as the Downtown Commercial area than they would be along a regional transportation corridor. This is generally attributed to the inherent characteristics of commercially oriented business centers that experience a higher level of pedestrian activity. In this environment, speed limits are generally reduced and vehicles are encouraged to slow down to yield to pedestrians.

Capacity is defined to represent the maximum total hourly movement volume that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 14, on page 127. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. The level of service corresponding to a range of CMA values is shown in Table 14. Included in this analysis are several unsignalized, stop sign controlled intersections. Critical movement capacities for stop sign controlled intersections in the study area were assumed to be 1200 vehicles per hour. By applying this analysis procedure to the study intersections, the CMA values and the corresponding levels of service for existing traffic conditions were determined.

### **Analysis of Existing Traffic Conditions**

The "Existing" condition results of the CMA for the study intersections are shown in Table 15 on page 128. This table shows morning and afternoon peak hour conditions during AM/PM peak hours for both summer and winter weekdays, as well as Saturday and Sunday peak hour conditions during summer months. As the values in Table 15 show, during winter weekdays peak hours all study intersections except for the intersections of Sepulveda Boulevard at Marine Avenue and Manhattan Beach Boulevard, and the intersection of Ardmere Avenue and 2<sup>nd</sup> Street are operating within capacity (i.e., LOS A- E). During summer weekdays, five intersections are operating beyond capacity (i.e., LOS F). However, during summer weekends all intersections, except the intersection of Marine Avenue and Sepulveda Boulevard, are operating well within capacity.

**Table 13**  
**Critical Movement Volume Ranges for Determining Levels of Service (LOS) Values<sup>20</sup>**

	Maximum Sum of Critical Volumes (VPH)		
Level of Service	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		
Source: Crain & Associates, September 2000.			

### Project Traffic Generation

The traffic-generating characteristics of land uses similar to the proposed project have been surveyed and documented in many studies by the Institute of Transportation Engineers (ITE). The most current information on office, retail, restaurant, bed & breakfast, and day spa trip generation is contained in the 6<sup>th</sup> Edition of ITE's Trip Generation handbook. Those studies have indicated that the project uses can be expected to generate vehicle trips in accordance with the equations employed in this analysis. Trip generation rates for the library expansion were determined through actual trip generation of the existing library. Survey personnel documented the number of vehicle trips to the library during the afternoon peak hour. Data was collected for three separate days, with the highest trip generation rates for an individual day used for this analysis. Daily rates were determined using the ratio of daily trips to PM peak hour trips presented in ITE's Trip Generation handbook. Weekend peak hour rates are shown by ITE studies to be very similar to Weekday PM peak hour rates and were therefore used for the weekend analysis.

<sup>20</sup> For planning applications only, i.e., not appropriate for operations and design applications. Also, a computerized traffic signal coordination system, such as the Automated Traffic Surveillance and Control (ATSAC) system, increases these values by approximately seven percent.

**Table 14**  
**Level of Service as a Function of CMA Values**

<b>Level of Service</b>	<b>Description of Operating Characteristics</b>	<b>Range of CMA Values</b>
A	Uncongested Operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	> 0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	> 0.70 < 0.80
D	Congestion on critical approaches, but intersection is functional. Vehicles are required to wait through more than one cycle during short peaks. No long-standing lines formed.	> 0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	> 0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00
<i>Source: Crain &amp; Associates, September 2000.</i>		

Development of the Public Safety Facility is not expected to add additional trips to the roadway network as no additional staff or visitors are anticipated for Fire or Police services. Existing operations for both the Police and Fire Departments are operating at adequate staff levels, and the additional floor area is being provided to provide additional functional support space. In addition, the Cultural Arts Center would generate traffic on an occasional basis for special events. These events are expected to occur outside of the peak hours, and therefore are not included in this analysis. Trip generation for the library during the AM peak hour is negligible, as the library does not open until 10:00 AM.

Traffic generation is usually higher for all project uses on Saturdays as opposed to Sundays. However, in order to portray a "worst case scenario", the higher Saturday project traffic volumes were assumed to also be present on Sundays. This is primarily due to the location of the project, adjacent a regional attraction, the beach, which is heavily utilized on Sundays. In addition, existing traffic volumes on the roadways surrounding the project site are similar on Sundays to those on Saturdays. This is not usually true at a more inland location without a regional draw. Therefore, the project has the potential to

**Table 15**  
**Summary of Existing (2000) Traffic Conditions**

Intersection	Peak Hour	Winter Weekdays		Summer Weekdays		Summer Weekends		
		CMA	LOS	CMA	LOS	Period	CMA	LOS
1. Marine Ave. & Highland Ave.	AM	0.812	D	0.916	E	SAT	0.787	C
	PM	0.913	E	0.905	E	SUN	0.717	C
2. Valley Drive & Blanche Road	AM	0.727	C	1.046	F	SAT	0.591	A
	PM	0.833	D	0.966	E	SUN	0.522	A
3. Valley Drive & Pacific Ave.	AM	0.547	A	0.679	B	SAT	0.577	A
	PM	0.494	A	0.712	C	SUN	0.517	A
4. Ardmore Ave/Marine Ave & Pacific Ave.	AM	0.468	A	1.050	F	SAT	0.711	C
	PM	0.462	A	0.771	C	SUN	0.763	C
5. Marine Ave. & Sepulveda Blvd.	AM	1.648	F	1.935	F	SAT	1.097	F
	PM	1.239	F	1.314	F	SUN	0.886	D
6. Highland Ave. & 15 <sup>th</sup> Street	AM	0.863	D	0.961	F	SAT	0.927	E
	PM	0.953	E	1.144	F	SUN	0.983	E
7. 15 <sup>th</sup> Street & Valley Drive / Ardmore Ave.	AM	0.556	A	0.738	C	SAT	0.474	A
	PM	0.414	A	0.511	A	SUN	0.420	A
8. Highland Ave. & 13 <sup>th</sup> Street.	AM	0.783	C	0.689	B	SAT	0.697	B
	PM	0.882	D	0.698	B	SUN	0.641	B
9. Manhattan Beach Blvd. & Manhattan Ave.	AM	0.593	A	0.584	A	SAT	0.629	B
	PM	0.412	A	0.629	B	SUN	0.724	C
10. Manhattan Beach Blvd. & Highland Ave.	AM	0.741	C	0.802	D	SAT	0.726	C
	PM	0.485	A	0.681	B	SUN	0.827	D
11. Manhattan Beach Blvd. & Morningside Drive.	AM	0.477	A	0.652	B	SAT	0.672	B
	PM	0.519	A	0.672	B	SUN	0.754	C
12. Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	AM	0.636	B	0.882	D	SAT	0.639	B
	PM	0.506	A	0.909	E	SUN	0.757	C
13. Manhattan Beach Blvd. & Pacific Ave.	AM	0.428	A	0.473	A	SAT	0.400	A
	PM	0.350	A	0.663	B	SUN	0.583	A
14. Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.060	F	1.393	F	SAT	0.991	E
	PM	0.931	E	1.577	F	SUN	1.000	E
15. Highland Ave & 1 <sup>st</sup> Street	AM	0.340	A	0.487	A	SAT	0.528	A
	PM	0.423	A	0.434	A	SUN	0.412	A
16. Ardmore Ave. & 2 <sup>nd</sup> Street	AM	1.073	F	0.894	D	SAT	0.432	A
	PM	0.834	D	0.615	B	SUN	0.342	A

*Source: Crain & Associates, September 2000.*



attract an increased number of patrons during the Sunday peak-hour as compared to other locations with similar uses. Thus, the assumption that Sunday trip generation will be as high as Saturday trip generation is conservative but reasonable.

In addition, in calculating the project trip generation, several factors were considered in the analysis. Some project-related trip reductions are expected to occur as a result of "multi-purpose", or "internal", trips at the site. "Internal" trips are those trips that travel to a specific site or location for multiple purposes. This type of trip generally occurs at integrated "mixed-use" developments, such as the Metlox development project, which contains a variety of uses within a pedestrian orientated locale. For example, patrons to the Metlox project will likely be drawn to the site for the primary purpose of shopping. However, they may also utilize the on-site restaurant facilities. Employees of the office space, Library, or Police and Fire departments may also utilize other facilities on the site. Since these employees are already on-site, they would not generate new vehicle trips to the project site. Without "internal" trip discounts, these activities, which actually occur as the result of a single trip, would be counted multiple times and would not be representative of the project. Thus, the advantages of a mixed-use project need to be considered in any reasonable evaluation of the trip-making potential of the proposed project.

"Walk-in" trips are also trips already occurring in the project vicinity, but which have other nearby attractions, such as the beach, or other downtown Manhattan Beach retailers as their specified destinations. Because of its location in the Downtown Commercial District, walk by trips are considered an integral part of this project. These trips account for "built-in" patronage and subsequent traffic reductions for both the project specifically and the project area in general. These trips occur with or without the development of the proposed project. They are not directly site-oriented, but provide "walk-in" patronage from other downtown Manhattan Beach destinations, thereby reducing site trips.

Project trip discounts also result from the presence of "pass-by" trips. These are trips that result in an interim stop at the project site during an existing or previously planned trip. These interim stops may be for a planned purpose (such as a visit to a video store on the way home from work), or they may be spur-of-the-moment "impulse" trips (for carry-out food items). This type of "pass-by" trip is site-oriented, and does not add traffic to the surrounding roadway network. The differentiation between "pass-by" trips and "walk-in", "internal" and transit trips is important with regard to the assessment of potential project traffic impacts at intersections adjacent to the project site. The "pass-by" type of trip discount is not appropriate for application to the site driveways. These vehicle trips will eventually travel past the site (and through project adjacent intersections). They are not "eliminated" due to the existence of the project.

"Walk-in", transit and "internal" trips, on the other hand, should be discounted from the project driveways. While this type of trip is not "eliminated" by the project's development, the project will not generate a vehicle trip for this type of trip either. Instead, these trips will be made by walking or by transit. Thus, the site will serve the same number of patrons as those in the typical suburban sites surveyed in the ITE manual, but it will generate substantially fewer vehicle trips.

### Project Trip Distribution

Determination of the geographic distribution of generated trips was the next step in the process. Primary factor affecting trip distribution is the relative distribution of population from which patrons and employees of the project would be drawn. Based on these factors and a review of traffic patterns in the area, it was estimated that the directional trip distribution for the project would be as follows: 30% from the North, 25% from the south, 40% from the east, and 5 % from the west.

**Table 16**  
**Summary Of Project Trip Generation <sup>1</sup>**

Project Size/Use	Weekday Trips					Saturday Trips		
	Daily	AM Peak		PM Peak		Daily	Peak Hour	
		In	Out	In	Out		In	Out
<b>Metlox Commercial Project</b>								
26,411 sq. ft. Office	477	57	8	19	90	75	7	6
23,200 sq. ft. Retail	1,755	27	17	75	82	2,424	115	107
6,400 sq. ft. Restaurant	441	3	1	24	13	431	31	22
40 Room Bed & Breakfast	360	10	17	14	13	335	21	26
3,000 sq. ft. Day Spa	72	0	1	8	5	103	7	6
<b>Subtotal</b>	<b>3,105</b>	<b>97</b>	<b>44</b>	<b>140</b>	<b>203</b>	<b>3,368</b>	<b>181</b>	<b>167</b>
<b>Civic Center Project (net increase)</b>								
57,000 sq.ft. Public Safety Facility <sup>2</sup>	0	0	0	0	0	0	0	0
17,900 sq.ft. Library/Cultural Arts Ctr.	337	0	0	22	22	306	22	22
<b>Subtotal</b>	<b>337</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>306</b>	<b>22</b>	<b>22</b>
<b>TOTAL TRIPS</b>	<b>3,442</b>	<b>97</b>	<b>44</b>	<b>162</b>	<b>225</b>	<b>3,674</b>	<b>203</b>	<b>189</b>
<sup>1</sup> It is estimated that approximately 20% of retail patrons will be on site for primary reasons other than patronizing retail establishments. <sup>2</sup> No additional vehicle trips are anticipated with the Pubic Safety Facility because it represents a replacement of an existing use and no additional employees will be generated. Source: Crain & Associates, September 2000.								

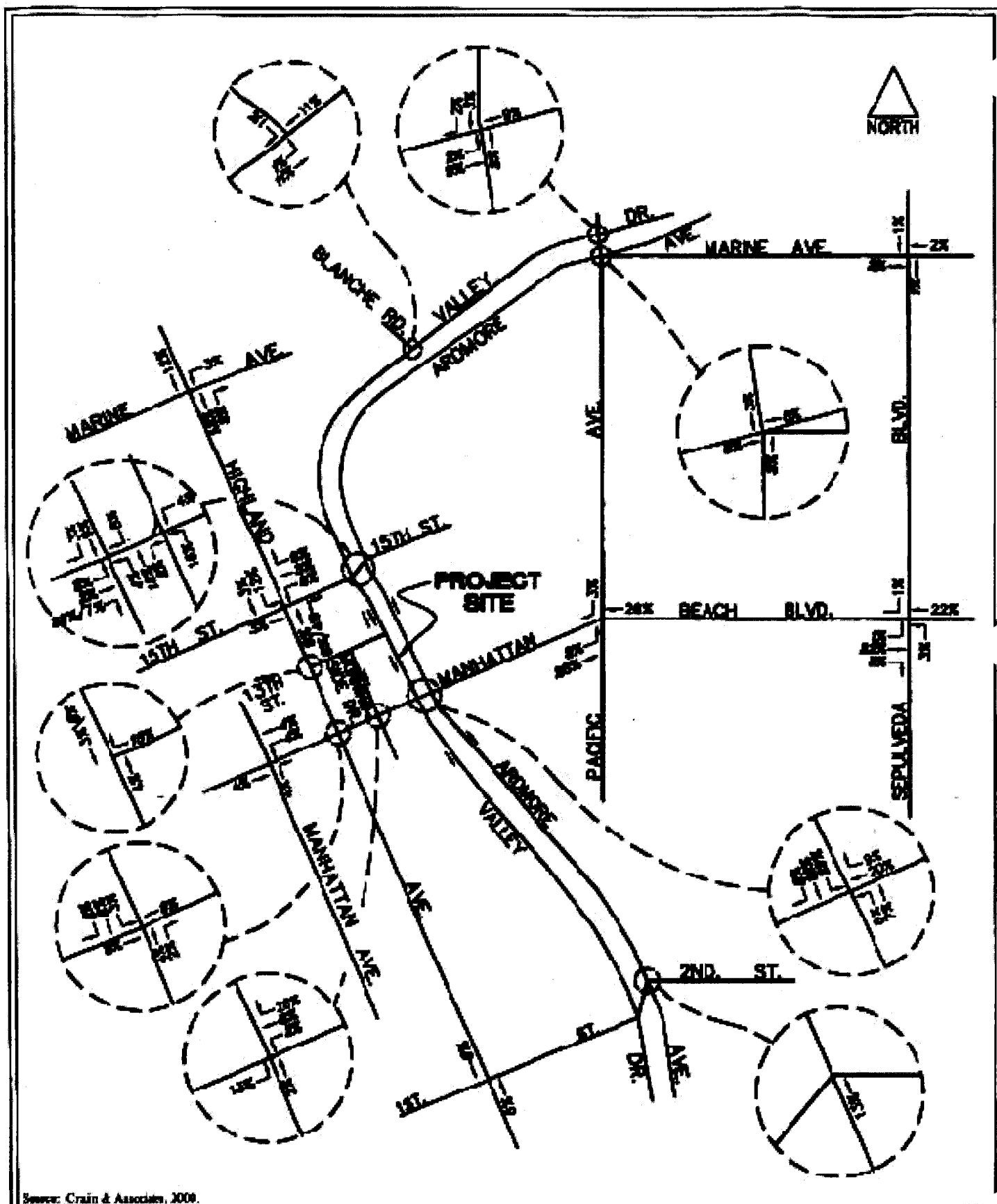
### **Project Trip Assignment**

The assignment of project trips was accomplished in two steps. The number of trips associated with each direction was first calculated using the distribution percentages shown above. A more discrete trip assignment was then made to the street system surrounding the project site. These assignments considered the most likely routings to and from the site based on current traffic turning patterns, potential congestion points, roadway geometrics, traffic signal controls and potential project access constraints. Figure 27 on page 132 illustrates the estimated inbound and outbound project trip percentages at the study intersections. The project AM and PM peak-hour volumes assigned to these intersections are shown in Figure 28 (a) and 28(b) on pages 133 and 134, respectively. Figure 28(c) on page 135 shows weekend peak hour project volumes. Weekend volumes apply for both the Saturday and Sunday peak hours. As previously discussed, Saturday volumes are higher than Sunday volume. This is to allow for a "worst case scenario" analysis.

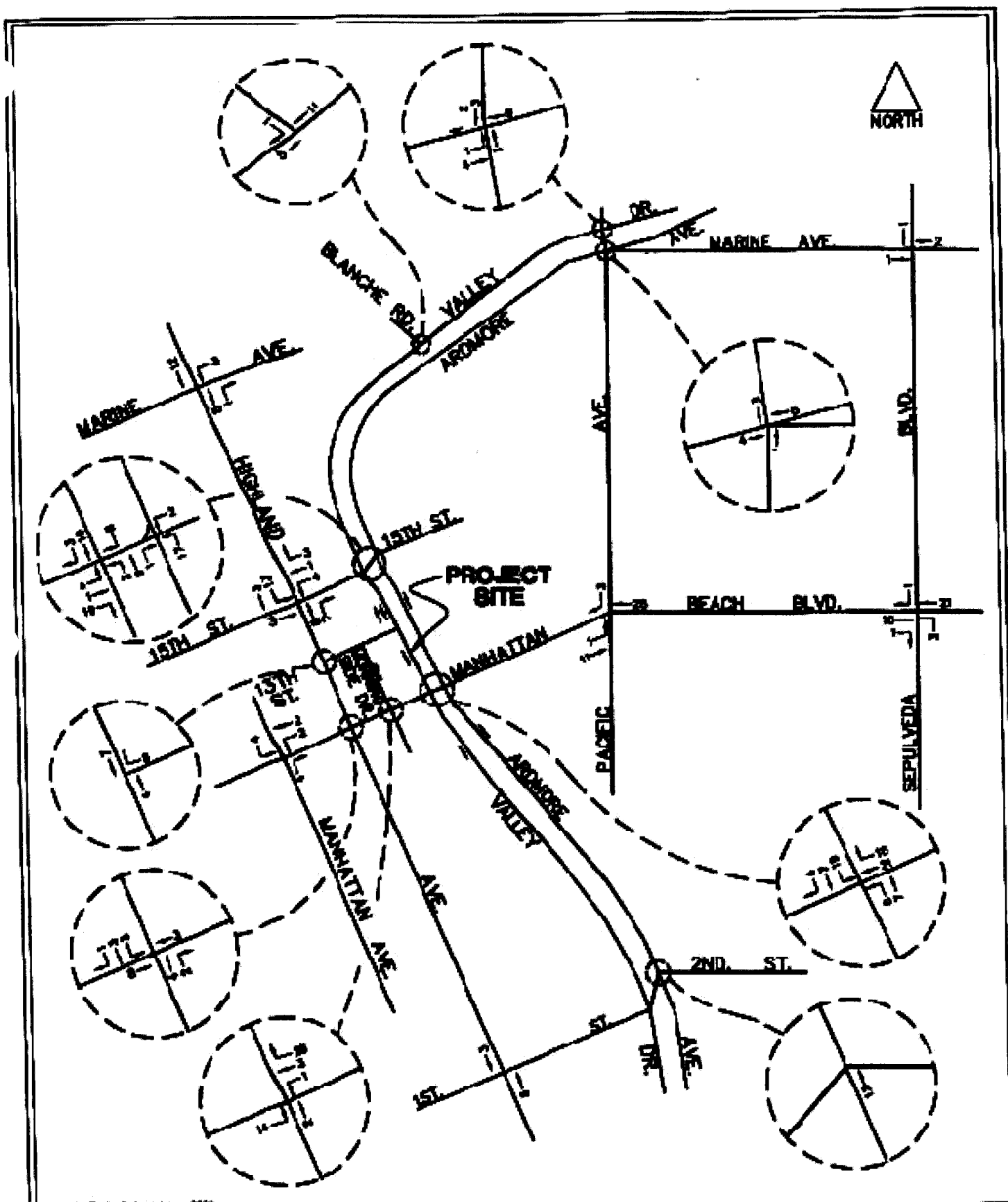
### **Parking Code Requirements**

According to the City of Manhattan Beach Municipal Code, parking code for retail establishments requires 1 space per 200 square feet of the first 5,000 of development, with one space per each 250 square feet of additional development. The restaurant code requires 1 space per 50 square feet of seating area. It is assumed that 2/3<sup>rd</sup>s of the total restaurant floor area will be devoted to seating area. The City of Manhattan Beach has not stipulated parking code requirements for bed and breakfast uses. Therefore, Urban Land Institute rates were applied to the Bed and Breakfast use. The parking demand for the Civic Center was provided by the City of Manhattan Beach, as previously determined in a parking inventory and needs assessment prepared for the City of Manhattan Beach Public Safety Facility.

As indicated in Table 17, on page 136, based on the City's Municipal Code parking requirements, at least 628 spaces would be required for similar stand-alone uses. However, it should be noted that these parking requirements are based upon stand alone uses and do not recognize all of the factors inherent in the mixed-use nature projects such as the proposed project. Mixed-use projects exhibit several unique characteristics that help reduce the amount of parking necessary to meet the demands of the project as a whole, rather than the cumulative requirements of each individual project component. When considering these factors, it is expected that actual project parking demands will be considerably less than the City code requirements, as described in detail below.



Source: Crain & Associates, 2008.

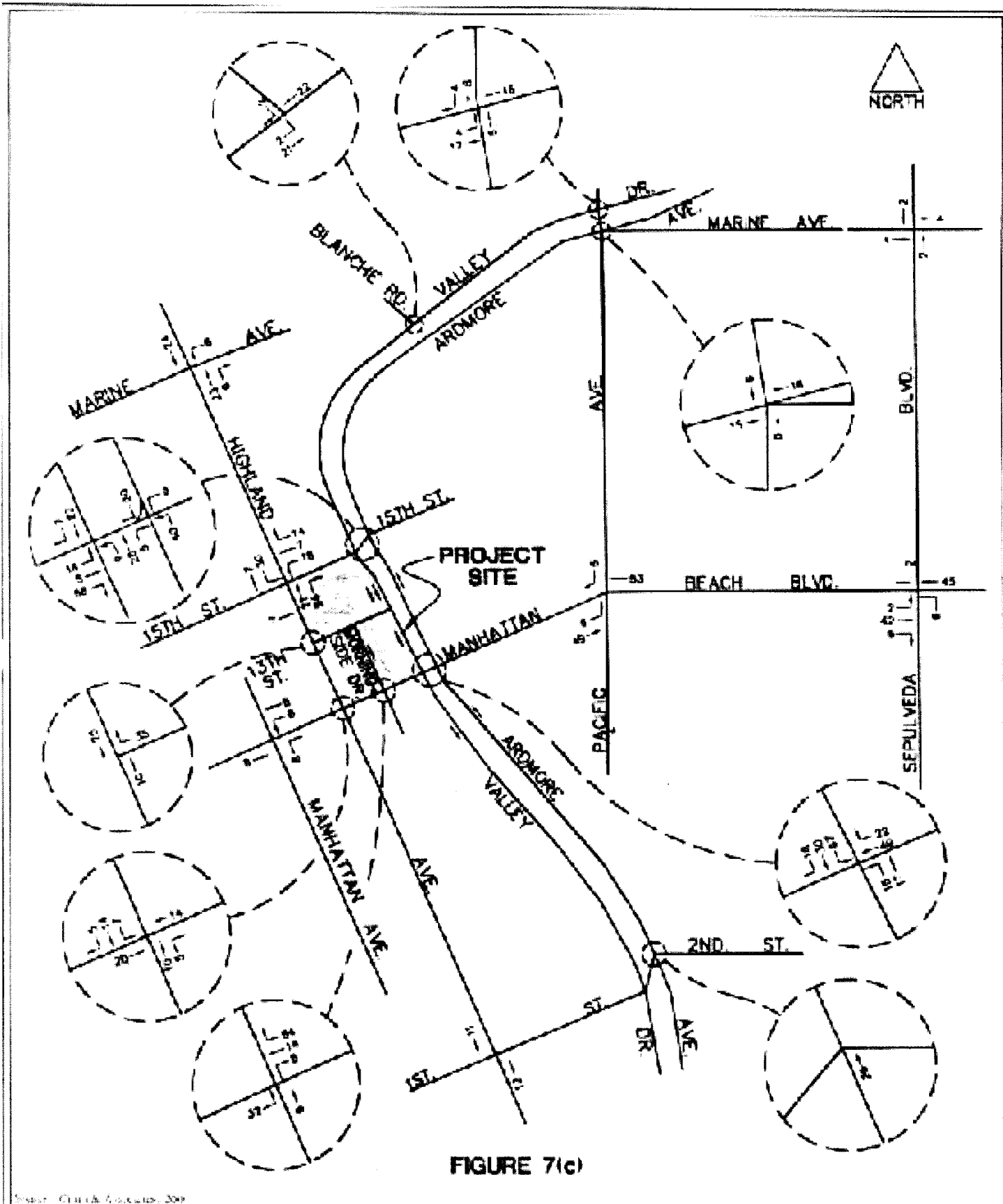


Source: Crain & Associates, 2009.

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Figure 28a  
Project Volumes Only  
AM Peak Hour





**Table 17**  
**Code Parking Requirements For Downtown Manhattan Beach**

<b>Component</b>	<b>Size (sq. ft.)</b>	<b>Rate</b>	<b>Spaces</b>
Retail	5,000 sq. ft.	1/200 sq. ft.	25
Retail	21,168 sq. ft.	1/250 sq. ft.	85
Restaurant	4,267 sq. ft.	1/50 sq. ft.	84
Office	26,411 sq. ft.	1/300 sq. ft.	88
Inn	40 Rooms	1/Room	40
Civic Center <sup>1</sup>			306*
<b>Total</b>			<b>628</b>
<sup>1</sup> Manhattan Beach Public Safety Facility Review, City of Manhattan Beach and Leach Mounce Architects, July 6, 1995. Source: Crain & Associates, September 2000.			

First, mixed-use projects allow for multiple-use trips. This concept recognizes that patrons of one use on a site, such as retail, may "cross over" to patronize other uses within the same site, such as restaurants or retail establishments, on a single trip, thereby providing customers for multiple uses while only occupying a single parking space. This factor is known as "Internal Capture", and is a widely recognized phenomenon in the determination of project parking requirements.

A second factor in the reduction of on-site project parking needs is the potential for "walk-in" patronage from other nearby developments. The proposed project's prime location in Downtown Manhattan Beach allows for a significant amount of walk-in patronage from the nearby existing attractions, such as the beach and other retail developments to come to the site to dine or shop without having to park at the project site.

Together, the above factors act to reduce the parking requirements of the mixed-use project as a whole. However, another significant factor is the influence of "shared parking" on mixed-use sites. The concept of shared parking recognizes that each of the different uses within a project exhibit hourly parking demand fluctuations, and do not require the peak amount of parking at all times. Further, the individual uses may not "peak" at the same time. For example, retail uses typically exhibit peak parking needs during the midday and early evenings, whereas other uses are lightly utilized during this time. In this way, some parking provided for retail midday parking use can be used to meet the parking demands of restaurants during the evenings and the bed and breakfast during the night, without providing additional parking spaces for the project as a whole.



Finally, each land use within the project also exhibits "monthly" utilization variations. For example, during summer months, retail uses generally experience a drop in patronage as compared to their peak November/December holiday usage. These factors also contribute to reduce parking needs. A well-designed mix of uses can significantly reduce the amount of parking necessary to meet the demands of the entire project.

Because of these factors a shared parking analysis was conducted to estimate the effects of all of the above factors on the parking needs for the project.

The results of the shared parking demand analysis are summarized in Table 18 on page 138. The hourly parking accumulation assumptions for the proposed project's component uses were taken directly from the "Shared Parking" publication by the Urban Land Institute (ULI),<sup>21</sup> which documents shared parking research conducted across the country. The parking analysis assumptions and initial seasonal parking calculations are included in Appendix C to this Draft EIR. As indicated in Table 18, it is expected that parking for the site will be most critical on weekdays, as the majority of the project is comprised of office type uses. As anticipated, the results of the shared parking analysis indicate that the project will produce a peak (maximum) parking demand of approximately 528 spaces at about 2:00 PM on "winter" weekdays. Peak summer weekday parking demands would occur at noon, but would be less at approximately 511 spaces. \*??

### **Ambient Traffic Growth and Related Projects**

Based on trends in traffic growth in the Manhattan Beach area over the last several years and discussions with City staff, an annual traffic growth factor of 2.0 percent was assumed to be reasonable. This growth factor accounts for increases in traffic resulting from unknown future projects in the City, or from development projects outside of the study area. This growth factor was applied to summer and winter weekday traffic volumes as well as to summer weekend volumes. In addition, other potential development projects located in the study area could have the potential to impact the study area roadway system.

Discussions with the City's Community Development Staff indicate no major development projects are proposed within the sphere of influence of the project area. Current construction projects in the vicinity of the proposed project are limited to individual single-family redevelopment and remodeling projects and other low-scale infill developments. Because such projects provide for the modernization of existing uses and will not substantially intensify the development patterns in the area, their contribution

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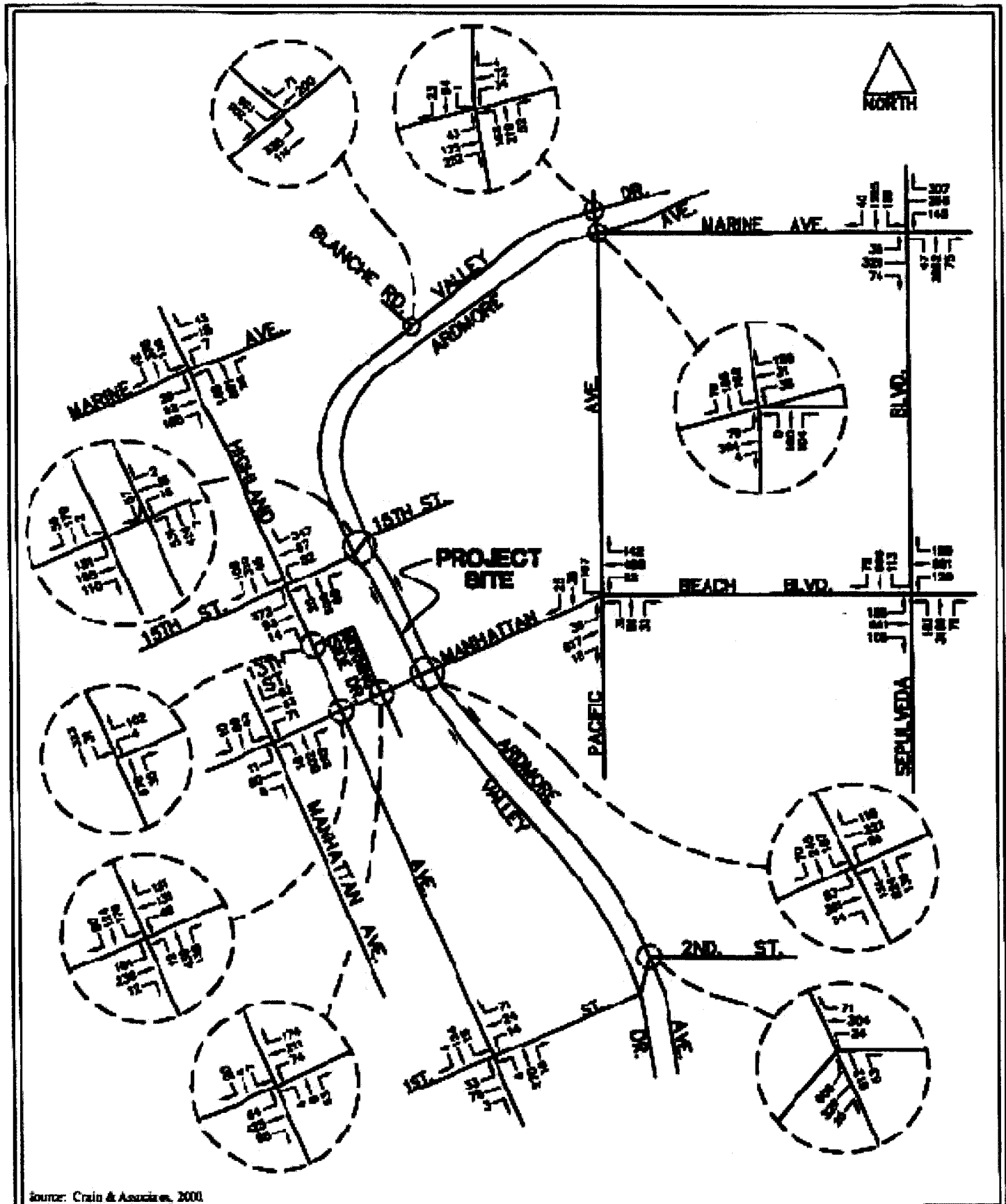
<sup>21</sup> *Shared Parking*, Urban Land Institute, Washington D.C., 1983.

**Table 18**  
**Summary of Shared Parking Demand Calculations**

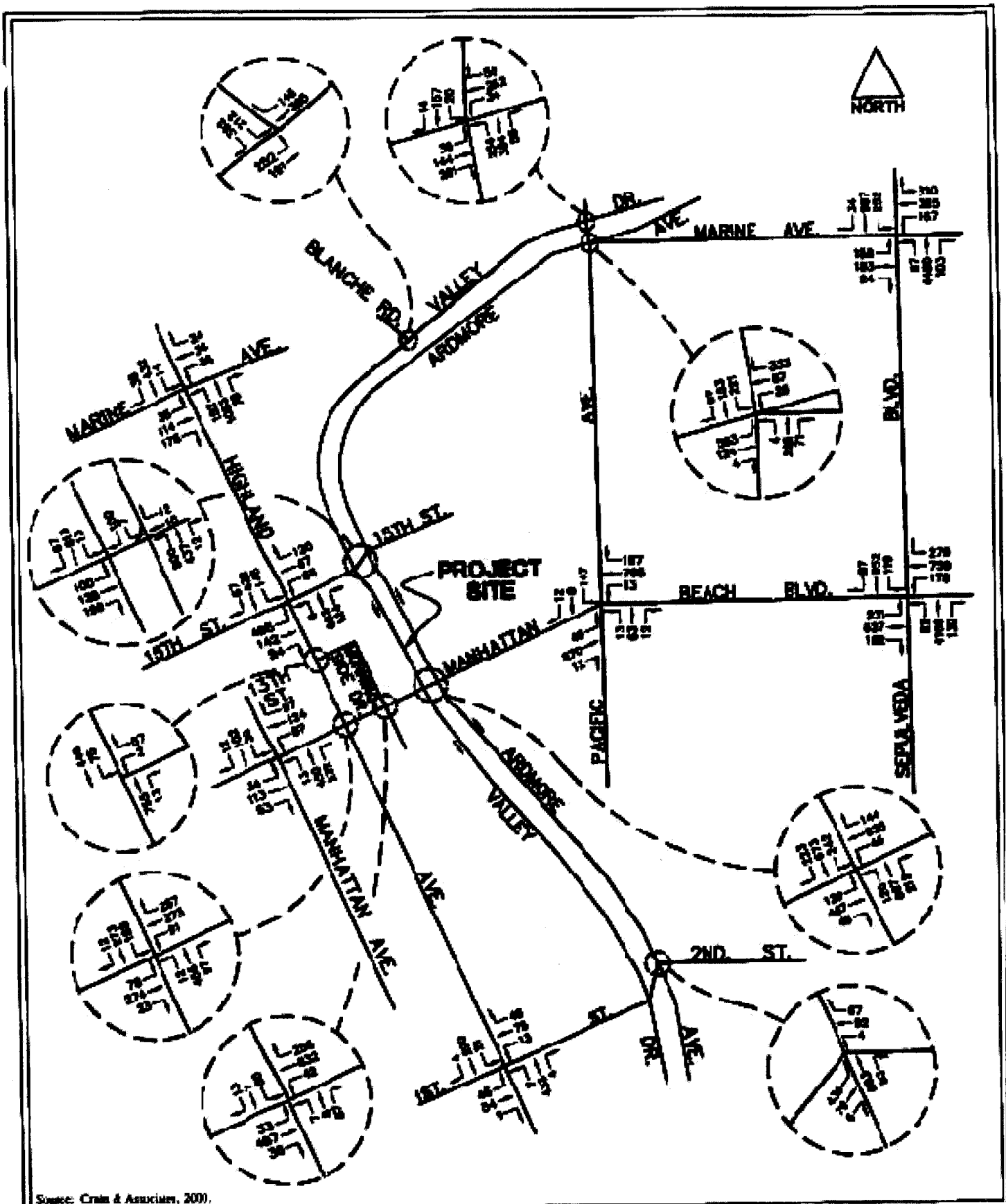
Time of Day	Winter Weekday		Winter Weekend		Summer Weekday		Summer Weekend	
	Total Parking Demand	Maximum Parking Demand	Total Parking Demand	Maximum Parking Demand	Total Parking Demand	Maximum Parking Demand	Total Parking Demand	Maximum Parking Demand
6:00AM	172	528	134	354	177	511	139	337
7:00	185		135		188		139	
8:00	229		167		265		168	
9:00	397		233		393		229	
10:00	444		249		437		240	
11:00	481		324		468		307	
12 Noon	476		354		462		337	
1:00PM	506		336		491		318	
2:00	528		300		511		280	
3:00	516		278		499		258	
4:00	441		270		427		254	
5:00	347		268		339		258	
6:00	339		290		336		287	
7:00	332		293		333		292	
8:00	331		296		333		297	
9:00	313		277		320		284	
10:00	303		272		309		279	
11:00	255		234		264		247	
12 Mid	221		206		233		219	
Source: Crain & Associates, September 2000.								

to cumulative growth were assumed to be included within the conservative 2.0 percent per year traffic growth factor discussed earlier.

Based on the above assumptions, the existing (2000) traffic was growth-factored by 2.0 percent per year for five years to form the future year 2005 "Without Project" condition. The resulting 2005 peak hour traffic volumes for winter weekdays, summer weekdays and summer weekends are shown in Figures 29(a) through 31(b) on pages 139 through 144 respectively. These volumes represent the "benchmark" values for determining project traffic impacts on the street system.

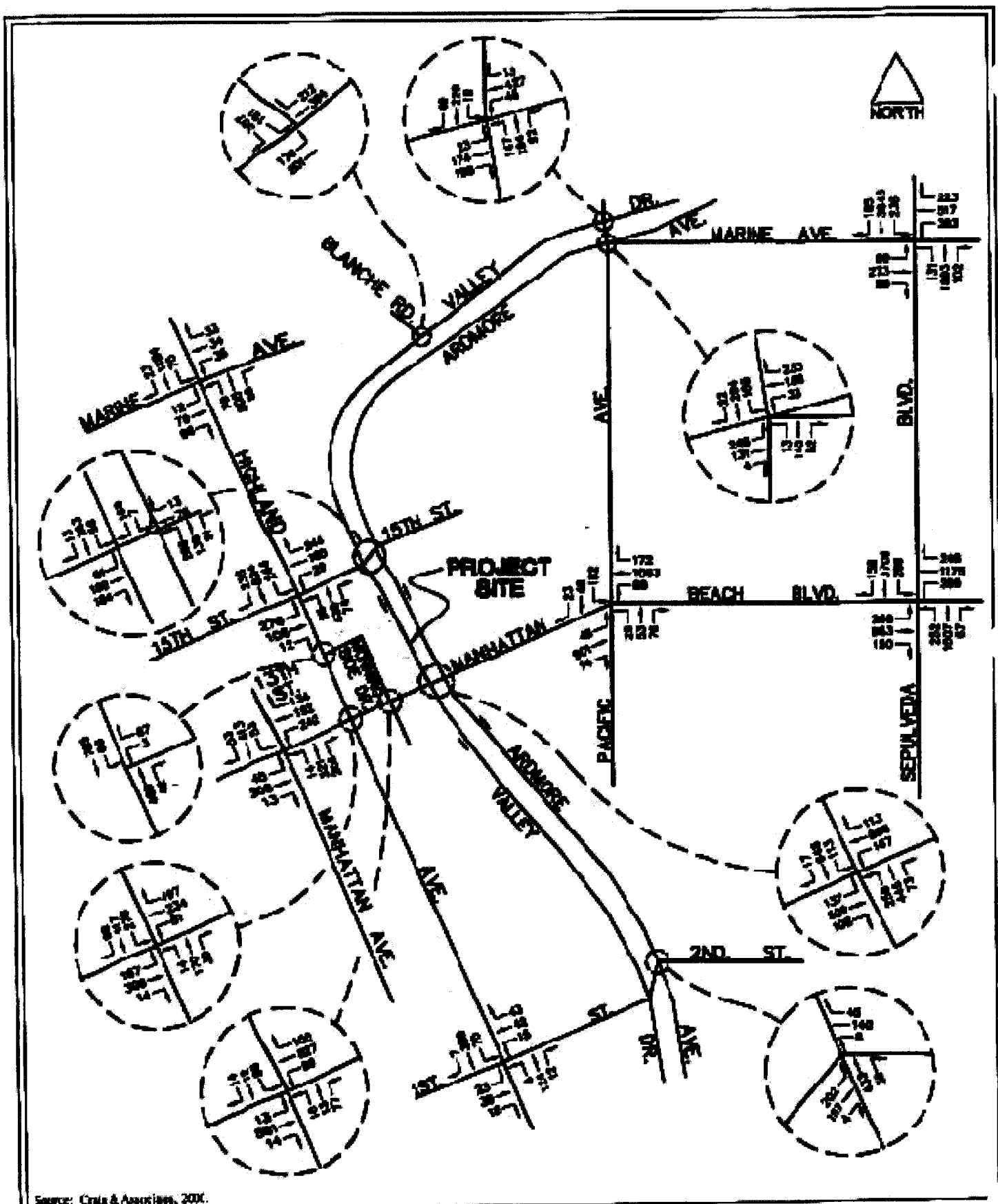






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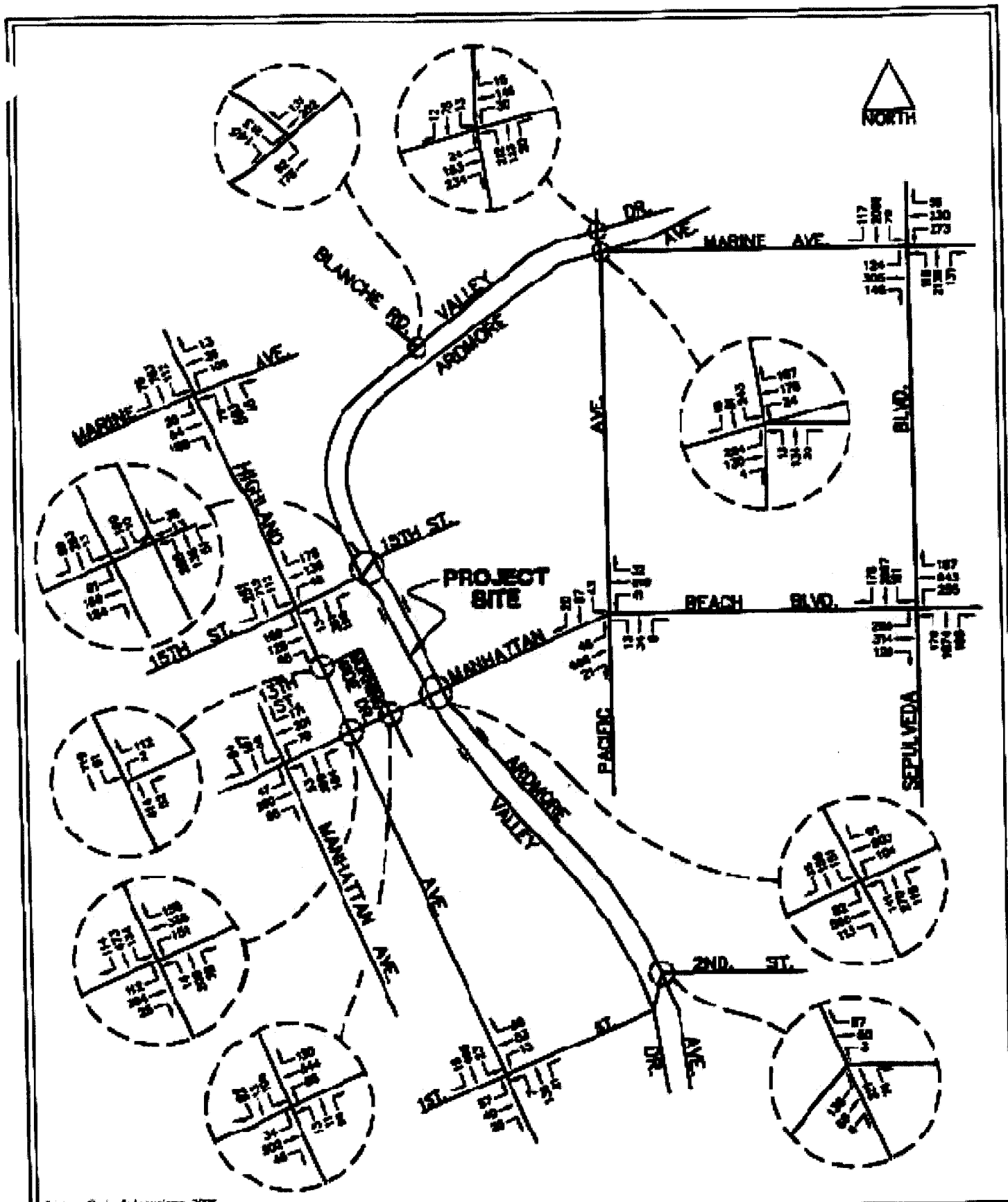
Figure 30a  
Future (2005) Traffic Volumes  
Summer Weekday Without Project AM Peak Hour



Source: Cohn & Associates, 2000.

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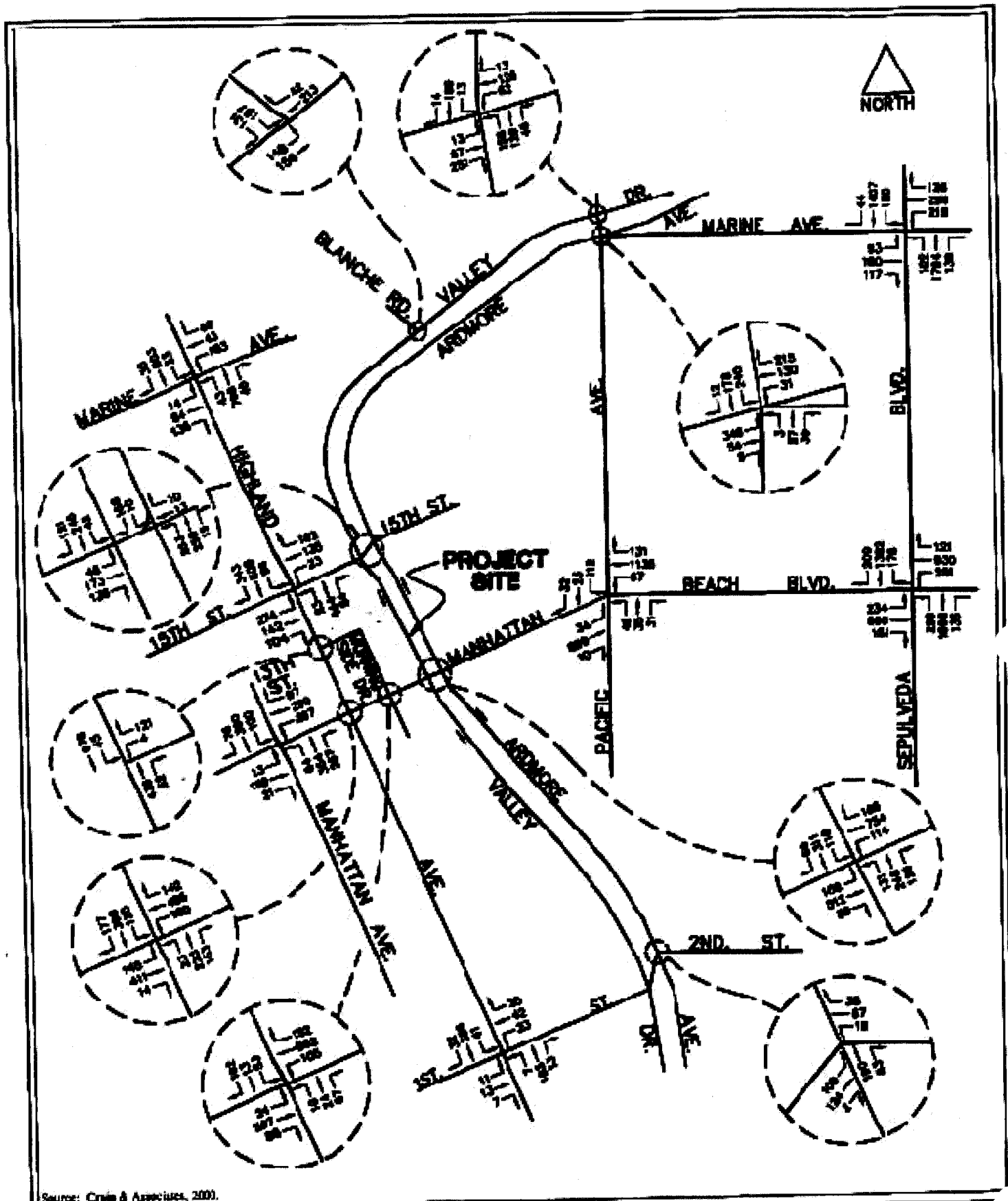
**Figure 30b**  
**Future (2005) Traffic Volumes**  
**Summer Weekday Without Project PM Peak Hour**



Source: Crain & Associates, 2001.

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**Figure 31a**  
**Future (2005) Traffic Volumes**  
**Summer Weekend Without Project Saturday Peak Hour**



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**Figure 31b**  
**Future (2005) Traffic Volumes**  
**Summer Weekend Without Project Sunday Peak Hour**



### Analysis of Future Traffic Conditions

The analysis of future conditions in the project area was performed using the same analysis procedures described previously. The current roadway system was assumed to have remained the same for the future-year conditions. Traffic volumes for the analysis were developed as follows:

- As described earlier in the report, the benchmark traffic volumes for the 2005 "Without Project" condition were determined by applying a total growth factor 2.0 percent per year to the existing year 2000 traffic volumes. This procedure was assumed to include the nominal traffic increases resulting from several single-family homes proposed to be constructed in the study area.
- Traffic volumes generated by the project were then added to these benchmark volumes to form the "With Project" condition, and analyzed to determine traffic impacts directly attributable to the proposed development.

Future 2005 "With Project" traffic volumes are shown in Figures 32(a) through 34(b) on pages 146 through 151, respectively, for winter weekdays, summer weekdays and summer weekends.

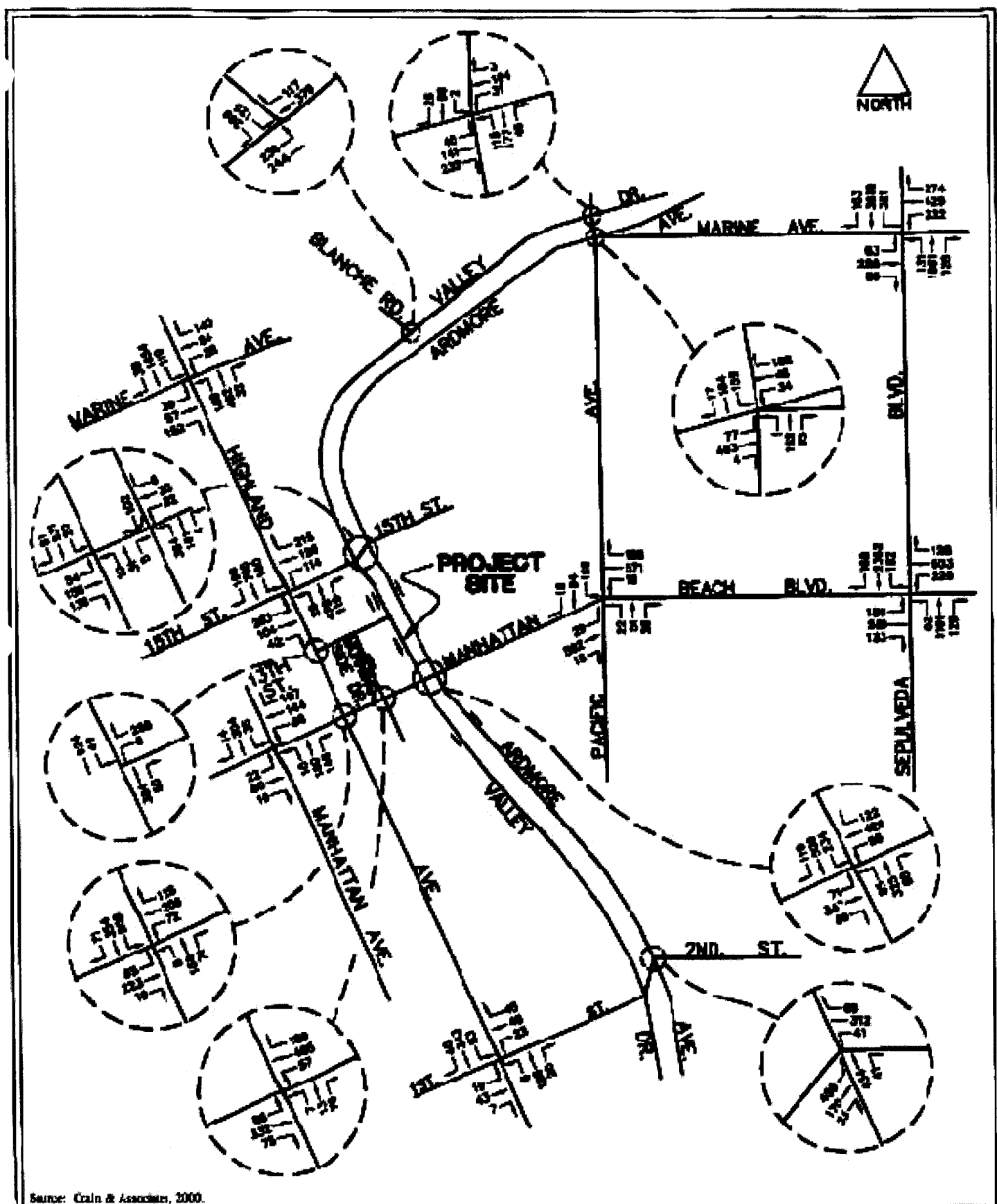
### Significance Criteria

The significance criteria for determining significant traffic impacts is summarized in Table 19 below. According to City of Manhattan Beach policy, a project is deemed to have a significant traffic impact at an intersection when the project related increase in V/C (volume/capacity) (or CMA) levels is equal to or greater than 2% at intersections resulting in LOS E or F conditions (i.e., intersections operating at 90% of their capacity). No significant impact criteria exist for intersections operating at levels of service A –D with the addition of project volumes.

**Table 19**  
**City of Manhattan Beach Significance Criteria for Determining Traffic Impacts**

LOS	Final V/C Ratio	Project-Related Increase in V/C
E,F	0.90	Equal to or greater than 0.02
Source: City of Manhattan Beach and Crain & Associates, 2000.		

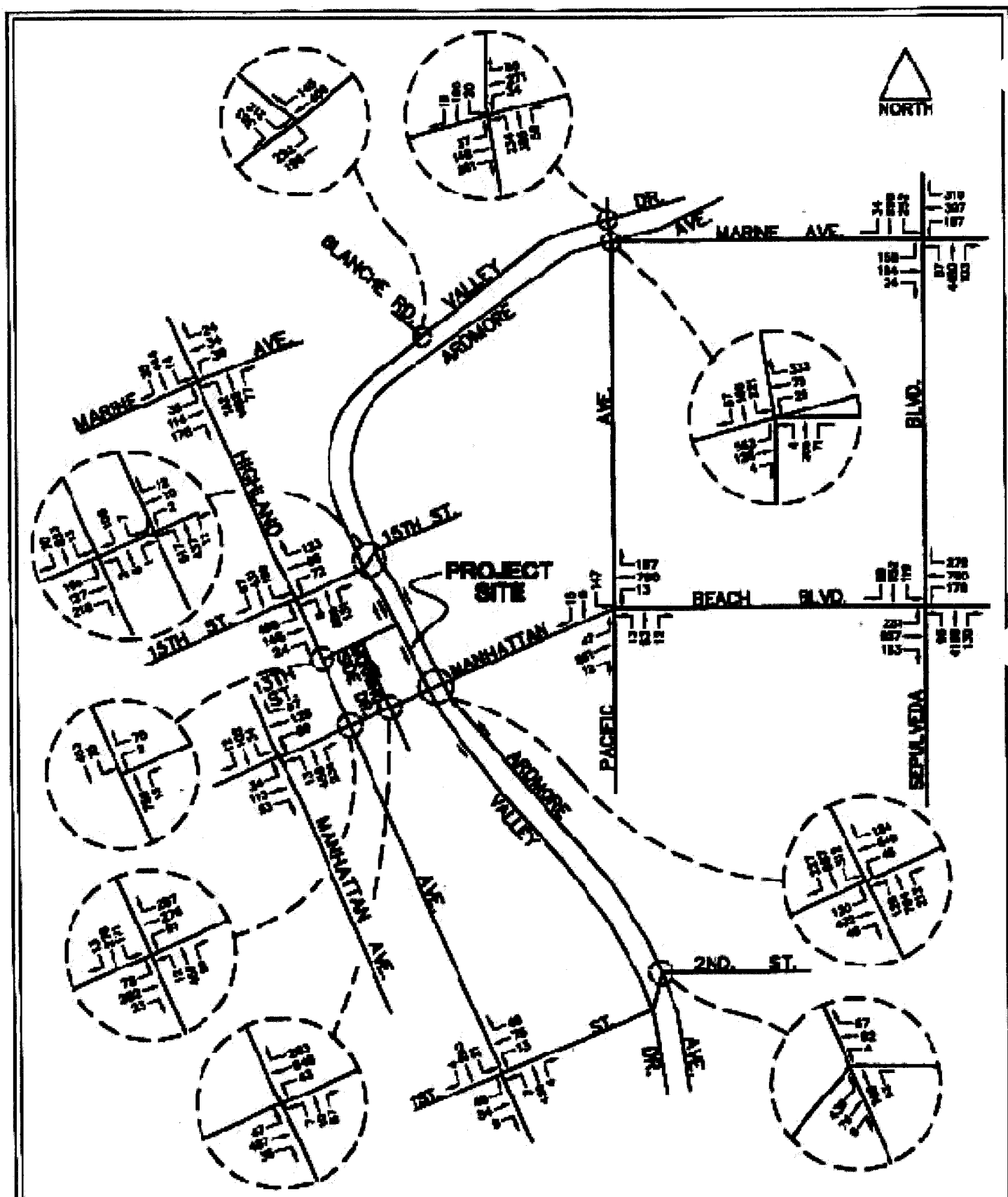




Source: Crain & Associates, 2000.

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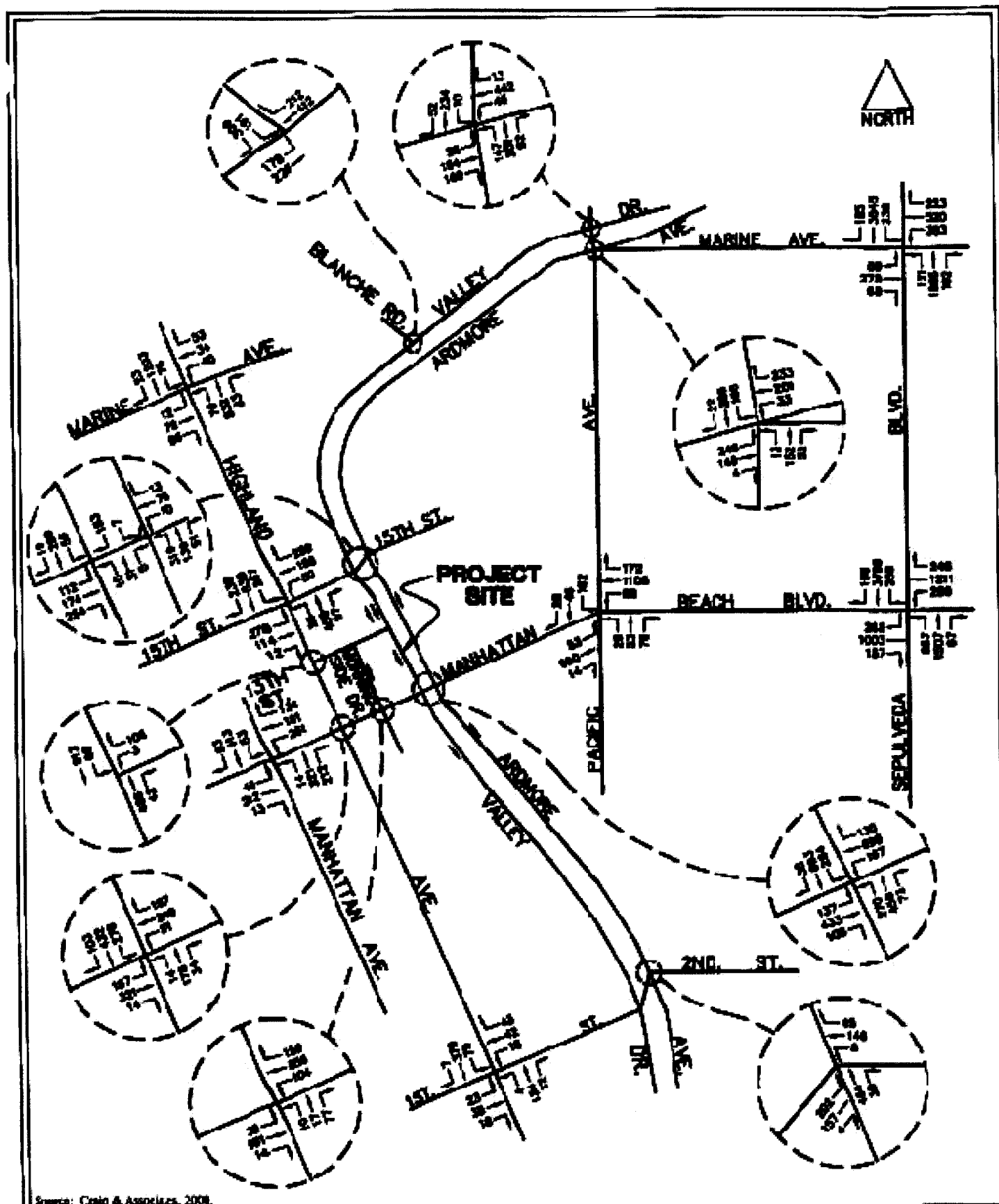
Figure 32h  
Future (2005) Traffic Volumes  
Winter Weekday With Project PM Peak Hour

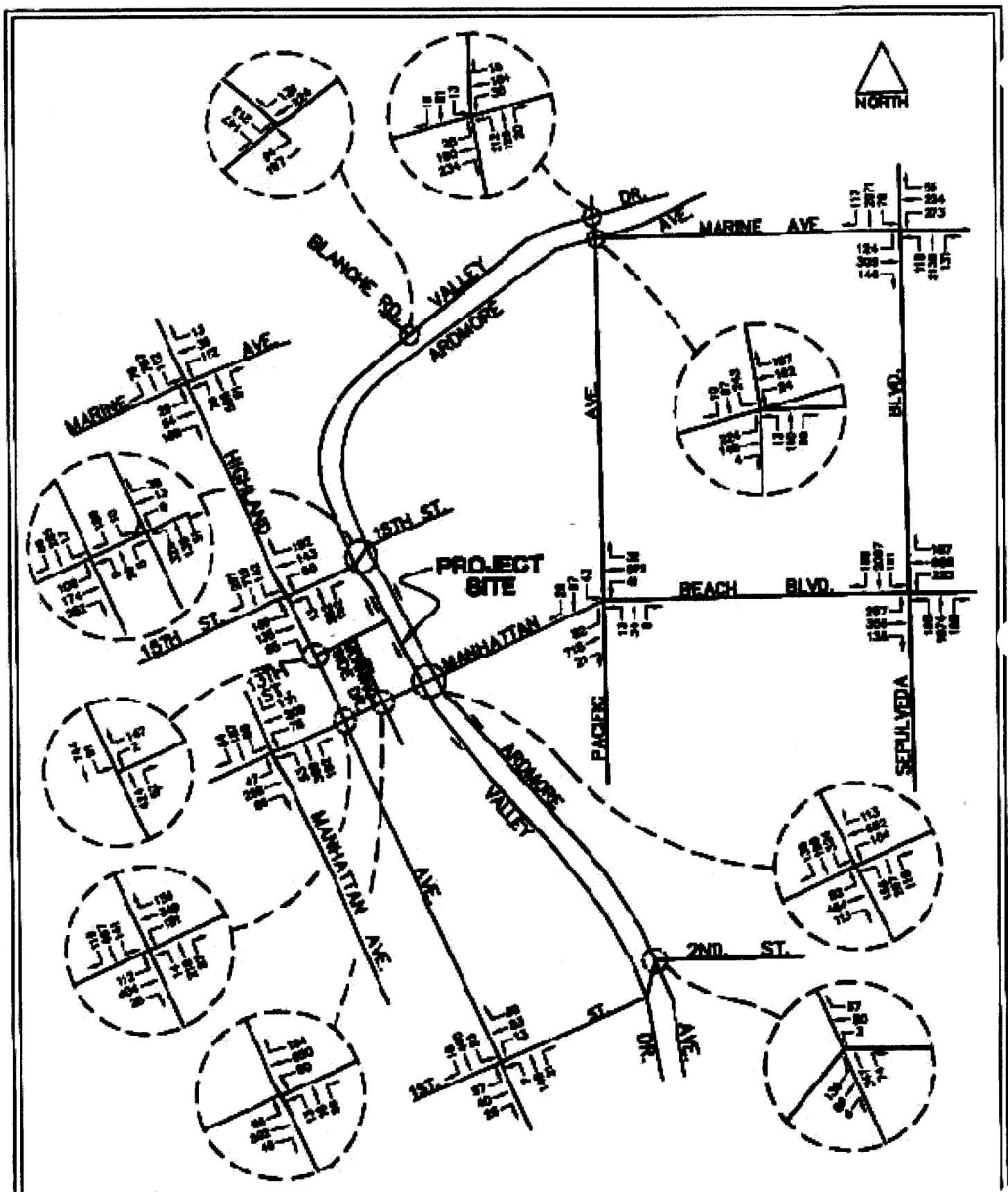


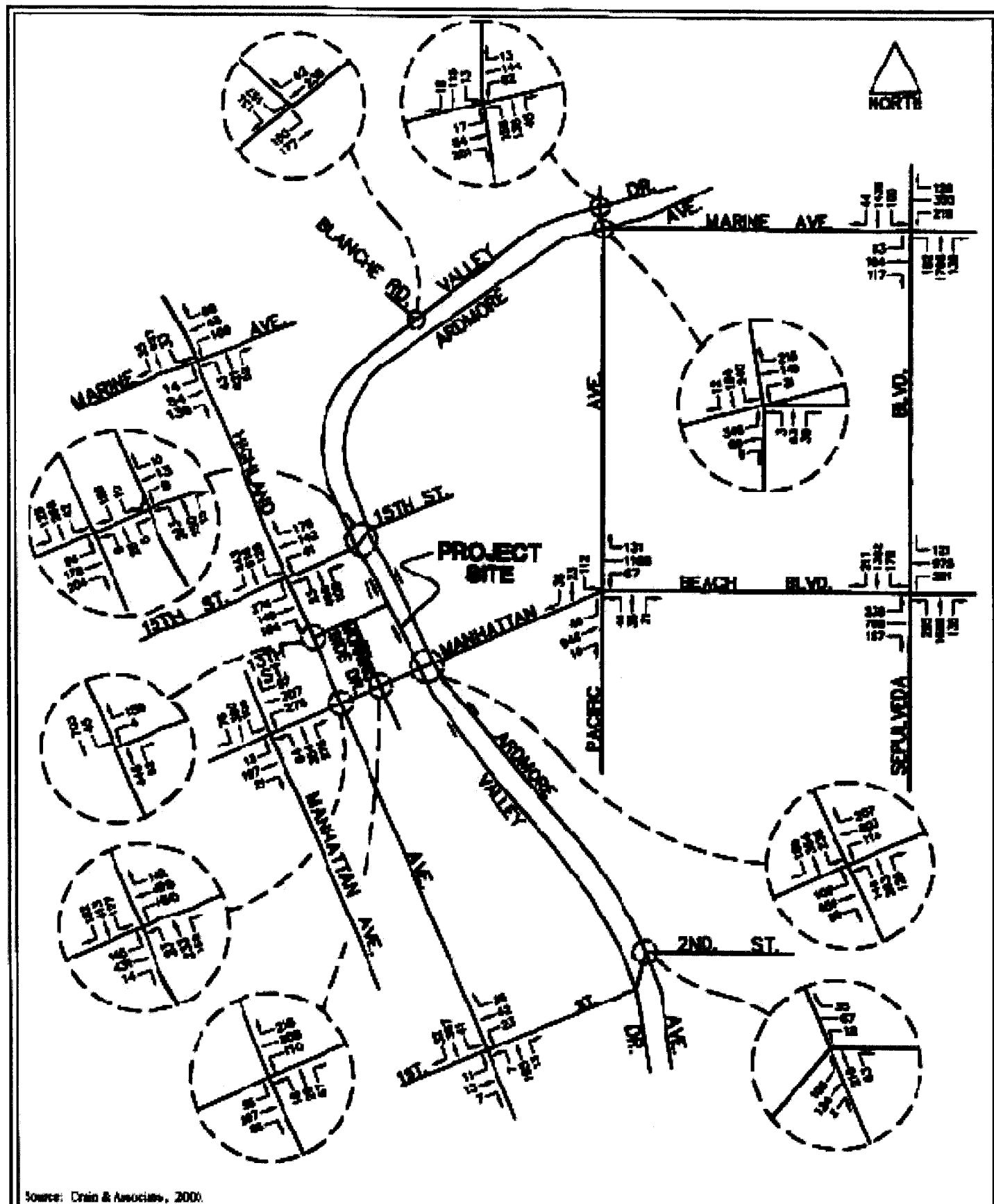
Source: Crane & Associates, 2004.

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Figure 33a  
Future (2005) Traffic Volumes  
Summer Weekday With Project AM Peak Hour







## PROJECT IMPACTS

The proposed project will generate additional vehicular traffic on the surrounding roadways in the project area. Using the project trip generation methodology presented above, the project trip generation volumes were calculated for the proposed land uses. As depicted in, Table 16 on page 130, after "internal", "walk-in" and "pass-by" trips are taken into consideration, the Metlox portion of the project is expected to add an additional 3,442 weekday daily trips to the surrounding roadway system. Of these trips, approximately 97 inbound and 44 outbound trips are expected to occur during the weekday AM peak hour, and approximately 162 inbound and 225 outbound trips are expected during the weekday PM peak hour. During the weekend, the project is expected to add an additional 3,674 weekend daily trips to the surrounding roadway system. Of these trips, approximately 203 inbound and 189 outbound trips would be expected during the peak hour.

### Access

Several driveways will provide vehicular access to the project parking areas. As currently proposed, six driveways will serve the project site. Two driveways on 15<sup>th</sup> Street will provide unrestricted access to at-grade and subterranean parking. A third driveway will provide unrestricted outbound access only for police and fire vehicles. Two driveways on Valley Drive will provide unrestricted access into and out of a police and fire department parking area. Access to the subterranean garage is also provided from this parking area. The sixth driveway, located on Morningside Drive, will provide right-turn inbound and outbound access to the Metlox parking area. Service and delivery vehicle access will be provided from 13<sup>th</sup> Street as well as Morningside Drive.

The project also proposes to convert Valley Drive from a one-way southbound facility to two-way operation between 15<sup>th</sup> Street and 13<sup>th</sup> Street. In addition, 13<sup>th</sup> Street would be extended as part of the project to provide vehicular access through the project site from Morningside Drive to Valley Drive. As a part of these roadway improvements, Morningside Drive is proposed to be converted to a northbound one-way street north of Manhattan Beach Boulevard. These roadway improvements will help to improve the circulation not only for project traffic, but also for existing traffic and will add additional on-street parking capacity.

As indicated previously, traffic impacts were determined for three distinct times of the year; namely winter weekdays, summer weekday and summer weekends. The results of the traffic impact study for each of these time periods is described below.



**Winter Weekdays**

Table 20 on page 154 provides a complete breakdown of project impacts generated during the AM and PM peak hours for the winter weekday time period. As indicated in Table 20, the proposed project would result in significant traffic impacts (see "Future 2005 With Project" column) during winter weekdays at the following three intersections:

- Highland Avenue and 15<sup>th</sup> Street (PM peak hour),
- Highland Avenue and 13<sup>th</sup> Street (PM peak hour), and
- Manhattan Beach Boulevard and Sepulveda Boulevard (PM peak hour).

In addition, during the winter months, the addition of project volumes would result in a level of service change at three additional intersections, Marine Avenue and Highland Avenue, Manhattan Beach Boulevard and Morningside Drive, and Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue. The incremental change in the CMA value, however, is minimal and the impact is not considered to be significant. The level of service will remain the same at all other study intersections during winter weekdays.

**Summer Weekdays**

A complete breakdown of traffic impacts during the summer weekdays (AM and PM peak hours) are presented in Table 21 on page 155. As depicted in Table 21, during summer weekdays the project would result in two significant impacts at the following two intersections:

- Highland Avenue and 15<sup>th</sup> Street (PM peak hour), and
- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (AM & PM peak hours).

The addition of project volumes would also result in the level of service change at five additional intersections, Marine Avenue and Highland Avenue, Valley Drive and Pacific Avenue, 15<sup>th</sup> Street and Valley Drive/Ardmore Avenue, Highland Avenue and 13<sup>th</sup> Street, and Manhattan Beach Boulevard and Manhattan Avenue. The incremental change in the CMA value, however, is minimal and the impact is not considered to be significant.

**Summer Weekends**

Traffic impacts during the summer weekends (Saturday and Sunday peak hour) are presented in Table 22 on page 156. As presented in Table 22, during summer weekends the project would result in significant traffic impacts at the following four intersections:

- Highland Avenue and 15<sup>th</sup> Street (Saturday and Sunday peak hours),
- Manhattan Beach Boulevard and Highland Avenue (Sunday peak hour),
- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (Sunday peak hour), and
- Manhattan Beach Boulevard and Sepulveda Boulevard (Saturday and Sunday peak hours).

Table 20

## Critical Movement Analysis Summary of Existing (1999) and Future (2005) Traffic Conditions With and Without the Project – Winter Weekdays

Intersection	Peak Hour	Existing (1999)		Future 2005 Without Project		Future 2005 With Project			Future 2005 With Project Plus Mitigation		
		CMA	LOS	CMA	LOS	CMA	LOS	IMPACT	CMA	LOS	IMPACT
1. Marine Ave. & Highland Ave.	AM	0.812	D	0.898	D	0.904	E	0.006			
	PM	0.913	E	1.009	F	1.025	F	0.016			
2. Valley Drive & Blanche Road	AM	0.727	C	0.803	D	0.813	D	0.010			
	PM	0.833	D	0.920	E	0.938	E	0.018			
3. Valley Drive & Pacific Ave.	AM	0.547	A	0.604	B	0.613	B	0.009			
	PM	0.494	A	0.546	A	0.573	A	0.027			
4. Ardmore Ave/Marine Ave & Pacific Ave.	AM	0.468	A	0.517	A	0.525	A	0.008			
	PM	0.462	A	0.509	A	0.523	A	0.014			
5. Marine Ave. & Sepulveda Blvd.	AM	1.648	F	1.820	F	1.821	F	0.001			
	PM	1.239	F	1.368	F	1.371	F	0.003			
6. Highland Ave. & 15 <sup>th</sup> Street	AM	0.863	D	0.953	E	0.968	E	0.015	0.968	E	0.015
	PM	0.953	E	1.052	F	1.072	F	0.020*	0.939	E	-0.113
7. 15 <sup>th</sup> Street & Valley Drive/Ardmore Ave.	AM	0.556	A	0.613	B	0.644	B	0.031			
	PM	0.414	A	0.456	A	0.557	A	0.101			
8. Highland Ave. & 13 <sup>th</sup> Street.	AM	0.783	C	0.864	D	0.874	D	0.010	0.699	B	-0.165
	PM	0.882	D	0.976	E	1.031	F	0.055*	0.825	D	-0.151
9. Manhattan Beach Blvd. & Manhattan Ave.	AM	0.593	A	0.655	B	0.662	B	0.007			
	PM	0.412	A	0.455	A	0.465	A	0.010			
10. Manhattan Beach Blvd. & Highland Ave.	AM	0.741	C	0.817	D	0.825	D	0.008	0.825	D	0.008
	PM	0.485	A	0.535	A	0.557	A	0.022	0.557	A	0.022
11. Manhattan Beach Blvd. & Morningside Drive.	AM	0.477	A	0.528	A	0.536	A	0.008			
	PM	0.519	A	0.574	A	0.612	B	0.038			
12. Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	AM	0.636	B	0.703	C	0.716	C	0.013	0.674	B	-0.029
	PM	0.506	A	0.559	A	0.652	B	0.093	0.610	B	0.051
13. Manhattan Beach Blvd. & Pacific Ave.	AM	0.428	A	0.475	A	0.481	A	0.006			
	PM	0.350	A	0.389	A	0.419	A	0.030			
14. Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.060	F	1.169	F	1.173	F	0.004	1.173	F	0.004
	PM	0.931	E	1.029	F	1.050	F	0.021*	1.023	F	-0.006
15. Highland Ave & 1 <sup>st</sup> Street	AM	0.340	A	0.374	A	0.379	A	0.005			
	PM	0.423	A	0.468	A	0.479	A	0.011			
16. Ardmore Ave. & 2 <sup>nd</sup> Street	AM	1.073	F	1.177	F	1.188	F	0.011			
	PM	0.834	D	0.917	E	0.934	E	0.017			

\* Denotes significant impact... Source: Crain &amp; Associates, September 2000.

Table 21

## Critical Movement Analysis Summary of Existing (2000) and Future (2005) Traffic Conditions With and Without the Project – Summer Weekdays

Intersection	Peak Hour	Existing 2000		Future 2005 Without Project		Future 2005 With Project		Future 2005 With Project Plus Mitigation	
		CMA	LOS	CMA	LOS	CMA	LOS	CMA	LOS
1. Marine Ave. & Highland Ave.	AM	0.916	E	1.011	F	1.017	F		
	PM	0.905	E	0.999	E	1.015	F		
2. Valley Drive & Blanche Road	AM	1.046	F	1.155	F	1.165	F		
	PM	0.966	E	1.067	F	1.085	F		
3. Valley Drive & Pacific Ave.	AM	0.679	B	0.750	C	0.758	C		
	PM	0.712	C	0.785	C	0.808	D		
4. Ardmore Ave./Marine Ave & Pacific Ave.	AM	1.050	F	1.158	F	1.165	F		
	PM	0.771	C	0.851	D	0.865	D		
5. Marine Ave. & Sepulveda Blvd.	AM	1.935	F	2.137	F	2.138	F		
	PM	1.314	F	1.451	F	1.455	F		
6. Highland Ave. & 15 <sup>th</sup> Street	AM	0.961	F	1.060	F	1.076	F	1.076	F
	PM	1.144	F	1.262	F	1.283	F	1.116	F
7. 15 <sup>th</sup> Street & Valley Drive/Ardmore Ave.	AM	0.738	C	0.815	D	0.847	D		
	PM	0.511	A	0.564	A	0.657	B		
8. Highland Ave. & 13 <sup>th</sup> Street	AM	0.689	B	0.760	C	0.770	C	0.616	B
	PM	0.698	B	0.769	C	0.824	D	0.659	B
9. Manhattan Beach Blvd. & Manhattan Ave.	AM	0.584	A	0.645	B	0.651	B		
	PM	0.629	B	0.694	B	0.708	C		
10. Manhattan Beach Blvd. & Highland Ave.	AM	0.802	D	0.885	D	0.893	D	0.893	D
	PM	0.681	B	0.751	C	0.775	C	0.775	C
11. Manhattan Beach Blvd. & Morningside Dr.	AM	0.652	B	0.720	C	0.702	C		
	PM	0.672	B	0.741	C	0.689	B		
12. Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	AM	0.882	D	0.973	E	1.042	F	0.940	E
	PM	0.909	E	1.003	F	1.055	F	1.055	F
13. Manhattan Beach Blvd. & Pacific Ave.	AM	0.473	A	0.527	A	0.535	A		
	PM	0.663	B	0.745	C	0.773	C		
14. Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.393	F	1.538	F	1.545	F	1.470	F
	PM	1.577	F	1.741	F	1.760	F	1.623	F
15. Highland Ave & 1 <sup>st</sup> Street	AM	0.487	A	0.537	A	0.542	A		
	PM	0.434	A	0.477	A	0.490	A		
16. Ardmore Ave. & 2 <sup>nd</sup> Street	AM	0.894	D	0.988	E	0.998	E		
	PM	0.615	B	0.680	B	0.698	B		

\* Denotes significant impact.

Source: Crain &amp; Associates, September 2000.

**Table 22**  
**Critical Movement Analysis Summary of Existing (2000) and Future (2005) Traffic Conditions With and Without the Project – Summer Weekends**

Intersection	Peak Hour	Existing 2000		Future 2005 Without Project		Future 2005 With Project			Future 2005 With Project Plus Mitigation		
		CMA	LOS	CMA	LOS	CMA	LOS	IMPACT	CMA	LOS	IMPACT
1. Marine Ave. & Highland Ave.	SAT	0.787	C	0.868	D	0.888	D	0.020			
	SUN	0.717	C	0.791	C	0.812	D	0.021			
2. Valley Drive & Blanche Road	SAT	0.591	A	0.653	B	0.674	B	0.021			
	SUN	0.522	A	0.576	A	0.597	B	0.021			
3. Valley Drive & Pacific Ave.	SAT	0.577	A	0.636	B	0.662	B	0.026			
	SUN	0.517	A	0.571	A	0.597	A	0.026			
4. Ardmore Ave/Marine Ave & Pacific Ave.	SAT	0.711	C	0.785	C	0.802	D	0.017			
	SUN	0.763	C	0.843	D	0.858	D	0.015			
5. Marine Ave. & Sepulveda Blvd.	SAT	1.097	F	1.211	F	1.214	F	0.003			
	SUN	0.886	D	0.979	E	0.982	E	0.003			
6. Highland Ave. & 15 <sup>th</sup> Street	SAT	0.927	E	1.024	F	1.044	F	0.020*	0.867	D	-0.157
	SUN	0.983	E	1.085	F	1.105	F	0.020*	0.864	D	-0.221
7. 15 <sup>th</sup> Street & Valley Drive/Ardmore Ave.	SAT	0.474	A	0.522	A	0.621	B	0.099			
	SUN	0.420	A	0.465	A	0.555	A	0.090			
8. Highland Ave. & 13 <sup>th</sup> Street.	SAT	0.697	B	0.770	C	0.820	D	0.050	0.656	B	-0.114
	SUN	0.641	B	0.707	C	0.757	C	0.050	0.605	B	-0.102
9. Manhattan Beach Blvd. & Manhattan Ave.	SAT	0.629	B	0.693	B	0.704	C	0.011			
	SUN	0.724	C	0.799	C	0.815	D	0.016			
10. Manhattan Beach Blvd. & Highland Ave.	SAT	0.726	C	0.803	D	0.825	D	0.022	0.825	D	0.022
	SUN	0.827	D	0.914	E	0.936	E	0.022*	0.936	E	0.022*
11. Manhattan Beach Blvd. & Morningside Drive.	SAT	0.672	B	0.741	C	0.776	C	0.035			
	SUN	0.754	C	0.833	D	0.900	D	0.067			
12. Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	SAT	0.639	B	0.706	C	0.874	D	0.168	0.768	C	0.062
	SUN	0.757	C	0.836	D	0.932	E	0.096*	0.897	D	0.061
13. Manhattan Beach Blvd. & Pacific Ave.	SAT	0.400	A	0.446	A	0.475	A	0.029			
	SUN	0.583	A	0.652	B	0.679	B	0.027			
14. Manhattan Beach Blvd. & Sepulveda Blvd.	SAT	0.991	E	1.094	F	1.116	F	0.022*	0.972	E	-0.122
	SUN	1.000	E	1.104	F	1.127	F	0.023*	0.963	E	-0.141
15. Highland Ave & 1 <sup>st</sup> Street	SAT	0.528	A	0.583	A	0.592	A	0.009			
	SUN	0.412	A	0.456	A	0.465	A	0.009			
16. Ardmore Ave. & 2 <sup>nd</sup> Street	SAT	0.432	A	0.476	A	0.497	A	0.021			
	SUN	0.342	A	0.378	A	0.399	A	0.021			

\* Denotes significant impact... Source: Crain & Associates, September 2000.

The addition of project volumes would also result in the level of service change at the following five additional intersections: Marine Avenue and Highland Avenue, Ardmore Avenue/Marine Avenue and Pacific Avenue, 15<sup>th</sup> Street and Valley Drive/Ardmore Avenue, Highland Avenue and 13<sup>th</sup> Street, and Manhattan Beach Boulevard and Manhattan Avenue. The incremental change in the CMA value, however, is minimal and the impact is not considered to be significant.

### **Neighborhood Traffic Impacts**

No significant traffic impacts are expected on the neighborhood streets surrounding the project site. Alternative "cut-through" routes in the immediate project vicinity east of the project site are confusing and do not provide an attractive or easier alternative to main travel routes. The neighborhood streets surrounding the project site to the east are located on terrain with multiple elevation changes and narrow roadways which do not facilitate a clear "cut through" path towards the project site. In addition, Ardmore Avenue is a one way northbound street in the vicinity of the project site, with a grade difference separating it from Valley Drive. Because of this, access to the project area from areas east of Ardmore Avenue is only provided at Manhattan Beach Boulevard and 15<sup>th</sup> Street. Therefore, cut through traffic would not benefit from cutting through the residential neighborhood east of Ardmore Avenue. In addition, the project is designed to provide more of a community-oriented destination, as opposed to a regional draw. Therefore, it is anticipated that a majority of the individuals driving into and out of the project area would be familiar with the roadway configurations in the area. For individuals who are familiar with the local roadway system, alternative routes through the adjacent residential neighborhoods would not be attractive. For individuals who may not be as familiar with the project area, the City has indicated that street signage will be provided at strategic locations to direct patrons of the Civic Center/Metlox project to the most direct route in to and out of the project area.

### **Regional Transportation System Impacts**

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Metropolitan Transportation Authority, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local the jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The traffic impact analysis (TIA) requires that all freeway segments where a project adds 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where the project will add 50 or more trips during the peak hour. For the purposes of CMP, a significant traffic impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F .

At the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue, which are more than one and ½ miles from the project site, it is estimated that the project would add at most five peak-hour trips to either intersection. This is well below the 50-trip threshold. In addition, no more than 20 project peak-hour trips in one direction are expected to be added to any freeway mainline segment, which is significantly less than the 150-trip threshold. Therefore, no further CMP analysis was performed.

### **Impacts on Parking Availability**

Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking structures will serve both developments as well as provide additional parking for the downtown Manhattan Beach area. Parking for the Civic Center portion of the development will contain 116 secure subterranean parking spaces for police and fire vehicles as well as an additional 87 spaces for Civic Center public and staff. Additional at-grade parking will provide 61 spaces for police and fire vehicles, and 86 spaces for Civic Center public and staff parking needs. In addition to the parking provided by the Civic Center portion of the project, the Metlox development proposes to construct at least 212 spaces. In total, at least 562 parking spaces will be provided on site, of which 446 would be available for use by the public.

The shared parking analysis indicate that the project would produce a peak (maximum) parking demand of approximately 528 spaces at about 2:00 PM on "winter" weekdays. Peak summer weekday parking would occur at noon, but would be less at approximately 511 spaces. As the shared parking demand analysis indicates, the 562 parking spaces proposed by the project will provide sufficient parking on-site to meet its expected maximum parking demands, even though it does not provide Code-required parking. Further, the site will provide an excess of 300 parking spaces available for public parking during the most critical time period for the area, Summer Weekends. It should be noted that the hourly accumulation percentages for the Civic Center uses were adjusted to account for secured parking spaces required by the fire and police departments at all times.

### **CUMULATIVE IMPACTS**

Cumulative effects of ambient growth and traffic from related projects is described under the Methodology heading of this Section and have been incorporated in to the traffic analysis as presented above. For purposes of this analysis, the benchmark traffic volumes for the 2005 "Without Project"

condition were determined by applying a total growth factor 2.0 percent per year to the existing year 2000 traffic volumes. This procedure was assumed to include the nominal traffic increases resulting from several single-family homes proposed to be constructed in the study area. Traffic volumes generated by the project were then added to these benchmark volumes to form the "With Project" condition, and analyzed to determine traffic impacts directly attributable to the proposed development.

## MITIGATION MEASURES

The City of Manhattan Beach area roadway system currently makes full use of the available rights-of-way. The streets are currently either fully utilized for either travel lanes, turn channelization, or on-street parking. In addition, the parkways also contain pedestrian and landscape resources that contribute to the aesthetic character of the Downtown Commercial District. A review of the locations which would have significant traffic impacts during one or more time periods shows that physically improving the roadways to provide additional traffic capacity would require the removal of other amenities. The following traffic mitigation measures are intended to address project impacts, as well as improve traffic conditions throughout the area.

- Highland Avenue & 15<sup>th</sup> Street -Widen Highland Avenue north of 15<sup>th</sup> Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.
- Highland Avenue & 13<sup>th</sup> Street -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13<sup>th</sup> Street to a one-way eastbound scheme is another option.
- Highland Avenue and Manhattan Beach Boulevard -Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening may require the acquisition of additional right-of-way and the removal of existing amenities. This improvement would be subject to the approval of the City Council as it may not be feasible.
- Manhattan Beach Blvd. & Sepulveda Blvd. -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.

- Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.

Although the proposed project will meet the shared parking demand anticipated for the planned development, the following parking mitigation measures are recommended to further increase parking availability on the project site, reduce traffic congestion, and to promote shared parking within the Downtown Commercial District:

- Valet parking operations should be considered during peak demand times, as needed. Valet parking operations should utilize tandem parking methods within the parking garage(s) to increase parking availability for the project site.
- Employee parking programs shall be considered for the Metlox commercial establishments to alleviate the parking demands within the Downtown Commercial District. Potential mitigation options include the consideration of satellite parking programs and/or providing tandem parking stalls designated for employees only.

## LEVEL OF IMPACT AFTER MITIGATION

With implementation of the mitigation measures listed above, no unavoidable significant impacts would occur during the Winter Weekday time period. During the summer months, unavoidable significant impacts are expected to remain at the following two intersections:

- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (summer weekdays PM peak hour); and
- Manhattan Beach Boulevard at Highland Avenue (summer Sundays peak hours).

To quantify these unavoidable significant impacts, the intersection of Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue the project is expected to increase the v/c levels by 5.2% during the PM peak hour, a level which exceeds the significance criteria by 3.2%. At the intersection of Manhattan Beach Boulevard and Highland Avenue the project is expected to increase the v/c ratio by 2.2% during Summer Sundays PM peak hour, a level which exceeds the significance criteria by only 0.2%.

It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over  $\frac{3}{4}$  (or 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.



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## V. ENVIRONMENTAL IMPACT ANALYSIS

### G. HYDROLOGY/WATER QUALITY

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#### ENVIRONMENTAL SETTING

##### Hydrology (Surface Water Runoff and Drainage)

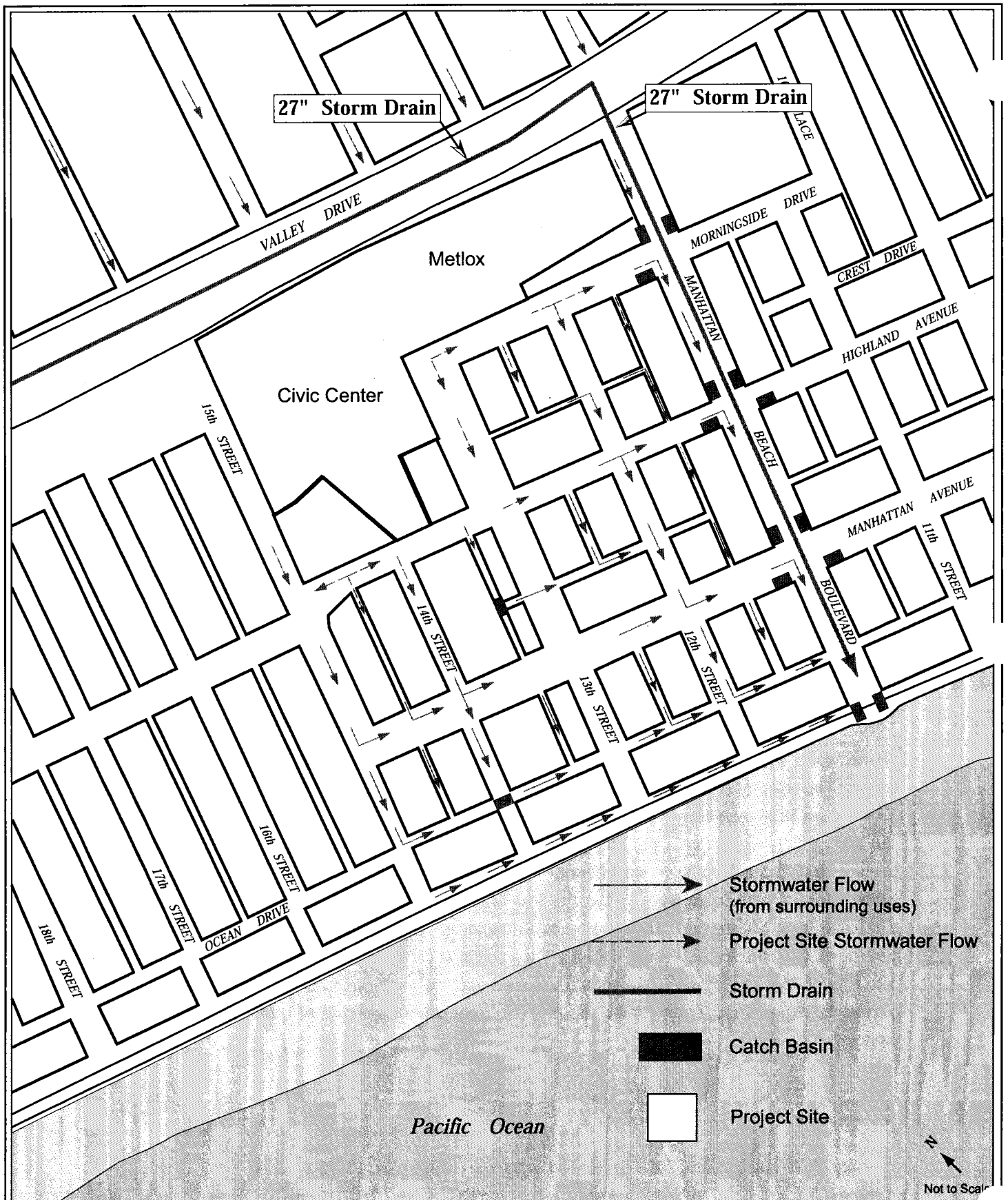
The City of Manhattan Beach's current storm drain system is operated in conjunction with the Los Angeles County Department of Public Works (LACDPW). The LACDPW operates and maintains the backbone of the storm drain system as well as two major pump plants (Polliwog Pond & Johnson Street) within the City. The City owns and operates the remaining storm drain facilities, which consists of approximately nine miles of storm drain facilities, varying from six-inch corrugated metal pipe (CMP) to 48-inch reinforced concrete pipe (RCP) and including two small pump plants (Radisson Golf Course and 23<sup>rd</sup> Street and Peck Street). Maintenance service and capital improvements to the City's storm drain infrastructure are provided by the City's Public Works Department.

The proposed project site is virtually fully developed with buildings, parking areas, and roadways. Paved areas and building footprints are considered impervious, while exposed earth, landscape or natural vegetated areas are considered pervious. Approximately 80 percent of the project site consists of impervious surfaces. Landscaped islands within the Civic Center parking lot and the vacant portion of the Metlox site totals approximately 20 percent of the total project site area.

Storm water runoff on the project site and vicinity is drained by surface flow in streets and parking areas. The existing stormwater drainage patterns in the immediate project vicinity is depicted in Figure 35 on page 162. As shown in Figure 35, stormwater patterns in the project vicinity generally flow to the south-southwest towards the Pacific Ocean. Stormwater is conveyed along curbs and gutters to surface drain inlets leading to storm drains beneath the streets. Surface water flows to the southwest along Morningside Drive west of the site and Manhattan Beach Boulevard to the south of the site. Drainage from Morningside Drive connects to the storm drain system in Manhattan Beach Boulevard and flows downhill to the Pacific Ocean. The current capacity of the storm drains serving the project site is considered adequate.<sup>22</sup> No natural drainage courses are located on the project site. Water flow across the exposed earth area on the site may contribute minor amounts of sediment to the storm drain system.

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<sup>22</sup> City of Manhattan Beach, Dana Greenwood, telephone conversation, March 31, 2000.



## Water Quality

No specific runoff water quality data are known to exist for the project site. Paved and developed areas such as the project site contribute substantially greater quantities of water to the storm drain system than landscaped areas. The principal cause of this effect are impervious surfaces, which include streets, parking lots, and buildings. Instead of soaking into the ground, rainfall is converted quickly to runoff and is then removed from the site via storm drains and artificial channels. The quality of storm water is generally affected by the length of time since the last rainfall, the rainfall intensity, the urban uses of the area, and the quantity of transported sediment. The Environmental Protection Agency (EPA) considers street and parking lot surfaces to be the primary source of storm water pollution in urban areas. Street-generated pollutants typically contain atmospheric pollution, tire-wear residues, petroleum products, heavy metals, oil and grease, fertilizer and pesticide wash-offs, and industrial chemical spills as well as bacteria from food, litter and animal droppings. Current land uses suggest the potential for industrial byproducts, oil, grease, heavy metals, and dust/sediment to enter the surface runoff from the site.

Historic land uses associated with the Metlox Potteries Manufacturing Plant have resulted in soil contamination on a portion of the project site. In 1988, the County of Los Angeles Department of Health Services (CLADHS) determined that soils on the Metlox site were contaminated with lead, cadmium, and zinc in excess of the levels allowed by the California Administrative Code. CLADHS required remediation of the site, which was performed in 1994. A closure report was issued for the site in 1996. Surface water infiltrating and or/flowing across the vacant portion of the Metlox property would therefore not contribute to the chemical degradation of water quality. However, since this portion of the project site is currently characterized by exposed soil, erosion and sedimentation may be transported off-site into the existing storm drain system during storm events.

An aboveground storage tank (AST) containing diesel fuel used to fuel fire trucks and other City vehicles, is located on the Manhattan Beach Fire Department (MBFD) site. The MBFD utilizes the AST in accordance with the Aboveground Petroleum Storage Tank Act and implements required measures to prevent fuel spills. No incidents of fuel leakage or spills with regards to the AST have occurred on the site.

## Regulatory Overview

**Federal Water Pollution Control Act.** The 1972 amendments to the Federal Water Pollution Control Act, later referred to as the Clean Water Act (CWA), prohibit the discharge of any pollutant to navigable waters of the United States from a point source unless the discharge is authorized by a National Pollution Discharge Elimination System (NPDES) permit. In 1990, the EPA promulgated final regulations that established Phase 1 requirements for the NPDES program to address among other discharges, non-point source discharges from large construction activities of five acres or more of land.

Under Phase 1 of the NPDES storm water program, storm water discharges have been primarily regulated for (1) specific industrial categories, (2) construction sites greater than five acres, and (3) municipal separate storm sewer systems (MS4s) serving populations greater than 100,000 persons. The recently enacted NPDES Phase II regulations expand the existing NPDES storm water program (Phase I) to address storm water discharges from small MS4s (those serving less than 100,000 persons) and construction sites that disturb one to five acres.<sup>23</sup>

**Porter Cologne Water Quality Control Act.** In California, the NPDES program is administered by the State Water Resources Control Board (SWRCB) through the nine Regional Water Quality Control Boards (RWQCBs). The SWRCB and the RWQCBs were established in 1969 by the Porter-Cologne Water Quality Control Act, the principal law governing California water quality regulation. General Construction Activity Storm Water Permits (GCASP) for Los Angeles County are administered through Region 4 - Los Angeles Regional Water Quality Control Board (LARWQCB). Under new regulations adopted by the LARWQCB, project applicants are required to implement a Standard Urban Storm Water Mitigation Plan (SUSMP) during the operational life of the project to ensure that storm water pollution is addressed by incorporating "Best Management Practices" (BMPs) in the design phase of development.<sup>24</sup> The SUSMP applies to the proposed project because (1) it will include parking lots with 25 or more spaces which are potentially exposed to storm water runoff, and (2) it will include restaurant uses. The SUSMP contains a list of the minimum required BMPs that must be used for a designated project.<sup>25</sup> Additional BMPs may be required by ordinance or code adopted by cities and applied generally or on a case-by-case basis. Developers must incorporate appropriate SUSMP requirements into their project plans. Each city is responsible for approving the project plan as part of the development plan approval process and prior to issuing building and grading permits for the projects covered by the SUSMP requirements.

All projects that include the development of restaurants and parking lots with 5,000 square feet or more or with 25 or more parking spaces and are potentially exposed to storm water runoff, and projects that are located within or directly adjacent to or discharging directly to an environmentally sensitive area, shall implement the following SUSMP requirements:

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<sup>23</sup> Part II - Environmental Protection Agency 40 CFR Parts 9, 122, 123, and 124 National Pollutant Discharge Elimination System—Regulations for Revision of the Water Pollution Control Program Addressing Storm Water Discharges; Final Rule Report to Congress on the Phase II Storm Water Regulations, Federal Register Vol. 64, No. 235 / Wednesday, December 8, 1999 / Rules and Regulations.

<sup>24</sup> *The Final SUSMP was approved by the Regional Board Executive Officer on March 8, 2000.*

<sup>25</sup> *The recently enacted SUSMP requirements take effect on October 8, 2000.*

- Incorporate a BMP or a combination of BMPs best suited to maximize the reduction of pollutant loadings in runoff to the maximum extent practicable;
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: "NO DUMPING-DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping;
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area;
- Legibility of stencils and signs must be maintained;
- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s);
- Trash container areas must be screened or walled to prevent off-site transport of trash;
- As part of project review, if a project applicant has included or is required to include Structural or Treatment Control BMPs in project plans, the City shall require that the applicant provide verification of maintenance provisions through such means as may be appropriate, including but not limited to, legal agreements, covenants, CEQA mitigation requirements and/or Conditional Use Permits;
- Include in the project plans an area for the washing/steam cleaning of restaurant equipment and accessories that is self-contained, equipped with a grease trap, and is properly connected to a sanitary sewer. If the wash area is to be located outdoors, it must be covered, paved, have secondary containment, and be connected to the sanitary sewer; and
- To minimize the off-site transport of pollutants from parking areas, project plans shall, to the maximum extent practical, reduce impervious land coverage of parking areas, infiltrate runoff before it reaches the storm drain system, and treat runoff before it reaches the storm drain system;

Among other BMPs listed in the SUSMP, structural or treatment control BMPs selected for use at any project covered by the SUSMP are required to meet the following design standards:

A. Mitigate (infiltrate or treat) storm water runoff from either:

1. The 85<sup>th</sup> percentile 24-hour runoff event determined as the maximized capture storm water volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ ASCE Manual of Practice No. 87, (1998),  
or

2. The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook – Industrial/ Commercial, (1993), or
3. The volume of runoff produced from a 0.75 inch storm event, prior to its discharge to a storm water conveyance system, or
4. The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for “treatment” (0.75 inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85<sup>th</sup> percentile 24-hour runoff event,

and

5. Control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency.

**Coastal Zone Act Reauthorization Amendments.** The 1990 Coastal Zone Act Reauthorization Amendments (CZARA) identified polluted runoff as a significant factor in coastal water degradation for shore-side municipalities. To better address polluted water in the coastal zone, Congress added CZARA Section 6217, which required, among other things, the preparation of a State coastal non-point source pollution control program. The purpose of the program is to implement polluted runoff management measures and enforceable policies to restore and protect coastal waters. California’s specific response to Section 6217 (the State’s Coastal Non-point Pollution Control Program or “CNPCP”) continues to be developed by the SWRCB and the Coastal Commission in consultation with the National Oceanographic and Atmospheric Administration (NOAA) and the EPA. It is clear that it increasingly will be incumbent upon local governments in coastal zone areas to implement more stringent water quality protection measures to address polluted runoff. The primary objectives of the CZARA program are reflected in the revised NPDES permitting requirements discussed above.

**City of Manhattan Beach Municipal Code.** As indicated above, each city is responsible for approving a project plan as part of the development plan approval process and prior to issuing building and grading permits for the projects covered by the SUSMP requirements. Compliance with NPDES (and recently enacted SUMP) requirements is administered at the local level through the City of Manhattan Beach Municipal Code Chapter 5.84: Stormwater and Urban Runoff Pollution Control. The City of Manhattan Beach Public Works Department is the local agency responsible for enforcing the NPDES requirements.

## ENVIRONMENTAL IMPACTS

### Threshold of Significance.

A significant hydrology and water quality impact would normally occur if the project would cause any of the conditions listed below:

- a) Violate any water quality standards or waste discharge requirements;
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- c) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; and/or
- d) Otherwise substantially degrade water quality.

### Project Impacts

#### *Water Quality*

During construction, the site would be graded and excavated, and soil would be exposed to natural processes such as precipitation (depending on the time of year) and runoff. Storm water discharges generated during construction activities could cause an array of physical, chemical, and biological water quality impacts. Specifically, the biological, chemical, and physical integrity of the waters could become severely compromised. Water quality impairment results, in part, because a number of pollutants could preferentially be absorbed by mineral or organic particles found in fine sediment. The interconnected process of erosion (detachment of the soil particles), sediment transport, and delivery is the primary pathway for introducing key pollutants, such as nutrients (particularly phosphorus), metals, and organic compounds into aquatic systems.<sup>26</sup> Grading activities would have the potential to result in soil erosion or discharge of sedimentation, which could, through the processes described above, degrade the quality of water in the Santa Monica Bay. However, construction activities for the proposed project would be required to implement effective BMPS to minimize water pollution to the maximum extent practicable. In addition, as required by the SUSMP, the final drainage plans would be

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<sup>26</sup> Novotny, V. and G. Chesters. 1989. "Delivery of Sediment and Pollutants from Non-point Sources: A Water Quality Perspective." *Journal of Soil and Water Conservation*, 44(6):568-76), abstract from *Federal Register* / Vol. 64, No. 235/Wednesday, December 8, 1999/Rules and Regulations.

required to provide structural or treatment control BMPs to mitigate (infiltrate or treat) storm water runoff using the methods discussed previously in this Section. Mandatory compliance with SUSMP requirements would ensure BMPs would be implemented during the construction phase to effectively minimize excessive soil erosion and sedimentation and eliminate non-storm water discharge off-site. Though required by law, BMPs would be included as project mitigation measures to ensure potentially significant impacts would be reduced to less than significant levels. Therefore, project impacts on water quality resulting from erosion and siltation would be less than significant.

Activities associated with operation of the proposed project would generate substances that could degrade the quality of water runoff. The project includes approximately 6,400 square feet of restaurant uses. The washing and cleaning of restaurant equipment/accessories outdoors and the deposition of certain chemicals by cars on parking lot surfaces could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the project must comply with water quality standards and wastewater discharge BMPs set forth by the City of Manhattan Beach, the County of Los Angeles, and the State Water Resources Control Board. Further, required design criteria, as established in the *Standard Urban Storm Water Mitigation Plan for Los Angeles County and Cities in Los Angeles County*, would be incorporated into the project to minimize the off-site conveyance of pollutants. Compliance with existing regulations would reduce the potential for water quality impacts to a less than significant level.

Within the Civic Center portion of the site, the MBFD utilizes an above ground storage tank (AST), containing diesel used to fuel the department's vehicles. The AST would be removed during demolition of the existing on-site uses and replaced during project construction. During removal, replacement, and long-term usage activities, the AST could potentially result in fuel leakage, which could contaminate urban water runoff. Handling of the AST in compliance with Chapter 6.67, Aboveground Storage of Petroleum Health Safety Code §25270-25270.13 of the State Water Resources Control Board Aboveground Petroleum Storage Act, would ensure that no fuel leakage from the AST. Thus, water quality impacts with regards to the AST would be less than significant.

As indicated previously, the EPA considers street and parking lot surfaces to be the primary source of storm water pollution in urban areas. Currently there are a total of 345 surface parking spaces on the project site; 220 parking spaces on the Civic Center site and 125 temporary parking spaces on the Metlox site. All of these spaces exposed to surface water runoff and contribute to the degradation of our water quality. Although the project would increase the number of parking spaces serving the proposed land uses, a majority of the proposed parking spaces would be provided in subterranean parking garages. The Civic Center site proposes a total of 350 parking spaces with 203 subterranean spaces and 147 on-grade spaces. With the exception of 20 additional on-street parking spaces that would be created by the extension of 13<sup>th</sup> Street, all of the 212 parking spaces proposed for the Metlox



project would be provided in underground parking areas. Therefore, a total of 178 fewer parking spaces would be exposed to surface water runoff, which would substantially reduce the amount of urban water pollution entering the storm drain system and the Pacific Ocean. Therefore, a beneficial impact would occur with regard to urban water runoff from parking lots.

### ***Hydrology (Surface Water Runoff and Drainage)***

The proposed project site would be developed with buildings, parking areas, and walkways, increasing the amount of impervious surface on the site from 80 percent to virtually 100 percent (minus nominal landscaped areas). Surface water runoff from the site would generally be consistent with the existing drainage patterns that currently exist in the project vicinity. Since the Civic Center is entirely developed with impervious surfaces (with negligible areas of pervious surface area in landscaped parking lot medians), no change in surface water runoff is anticipated from that portion of the project site. However, the Metlox Site would experience an increase in the amount of impervious surface area of the site (estimated at roughly 20 percent of the Metlox site area or 0.60 acres) as the area that is currently vacant with pervious surface area would be developed with commercial structures and hardscaped plazas and walkways. The loss of groundwater infiltration would be considered less than significant because, due to the site's proximity to the ocean, water percolation from the project site does not feed into a freshwater aquifer or the regional groundwater basin.

Surface water runoff from the site would continue to drain in a south to southwest direction and would be directed to the existing 27" storm drain beneath Manhattan Beach Boulevard. The additional stormwater entering the drainage system is anticipated to result in an increase comparable to the increase in impervious surface (approximately 20 percent). However, this increase is not anticipated to significantly impact the capacity of the storm drain infrastructure serving the project locale. According to the City of Manhattan Beach Public Works Department, the storm drain system in Manhattan Beach Boulevard serving the site could accommodate this increase.<sup>27</sup> Thus, project impacts on storm drain system capacity would be less than significant.

## **CUMULATIVE IMPACTS**

No related projects have been identified within the immediate project vicinity that would, in combination with the proposed project, have a significant cumulative impact upon the stormwater infrastructure serving the project area. As indicated above, the existing stormwater infrastructure serving the project area would be capable of serving increased surface water runoff from the project site. Impacts attributable to water quality on a cumulative level would be addressed on a case-by-case

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<sup>27</sup> City of Manhattan Beach, Dana Greenwood, written correspondence, May 2000.

basis, as applicable to the specific land uses proposed. Individual projects would be required to develop and implement storm drain mitigation, including compliance with NPDES permitting guidelines, where appropriate. As such, cumulative water quality impacts would be less than significant.

## **MITIGATION MEASURES**

The following mitigation measures would ensure water quality impacts would be less than significant:

- The project shall comply with the requirements of the National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharge. Such compliance shall include submittal of a drainage plan to the City of Manhattan Beach Department of Public Works in accordance with the minimum applicable requirements set forth in the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP).
- Design criteria for the project should, to the extent feasible, minimize direct runoff to the adjacent streets and alleys by directing runoff from roofs and impervious surfaces to landscaped areas. In addition to reducing runoff volumes, due to infiltration into the soil, landscaped areas may also filter some pollutants from stormwater, such as particulate matter and sediment.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

With implementation of the mitigation measures listed above, project impacts on hydrology (surface water runoff and drainage) and water quality would be less than significant.

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## V. ENVIRONMENTAL IMPACT ANALYSIS

### H. NOISE

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The following information summarizes the finding and conclusions of Noise Impact Analysis, as presented in the Air Quality and Noise Technical Report prepared by Terry A. Hayes Associates for the proposed Civic Center/Metlox Development Project. The Air Quality and Noise Technical Report is included in its entirety in Appendix B to this Draft EIR.

#### ENVIRONMENTAL SETTING

##### Noise Definition and Impacts

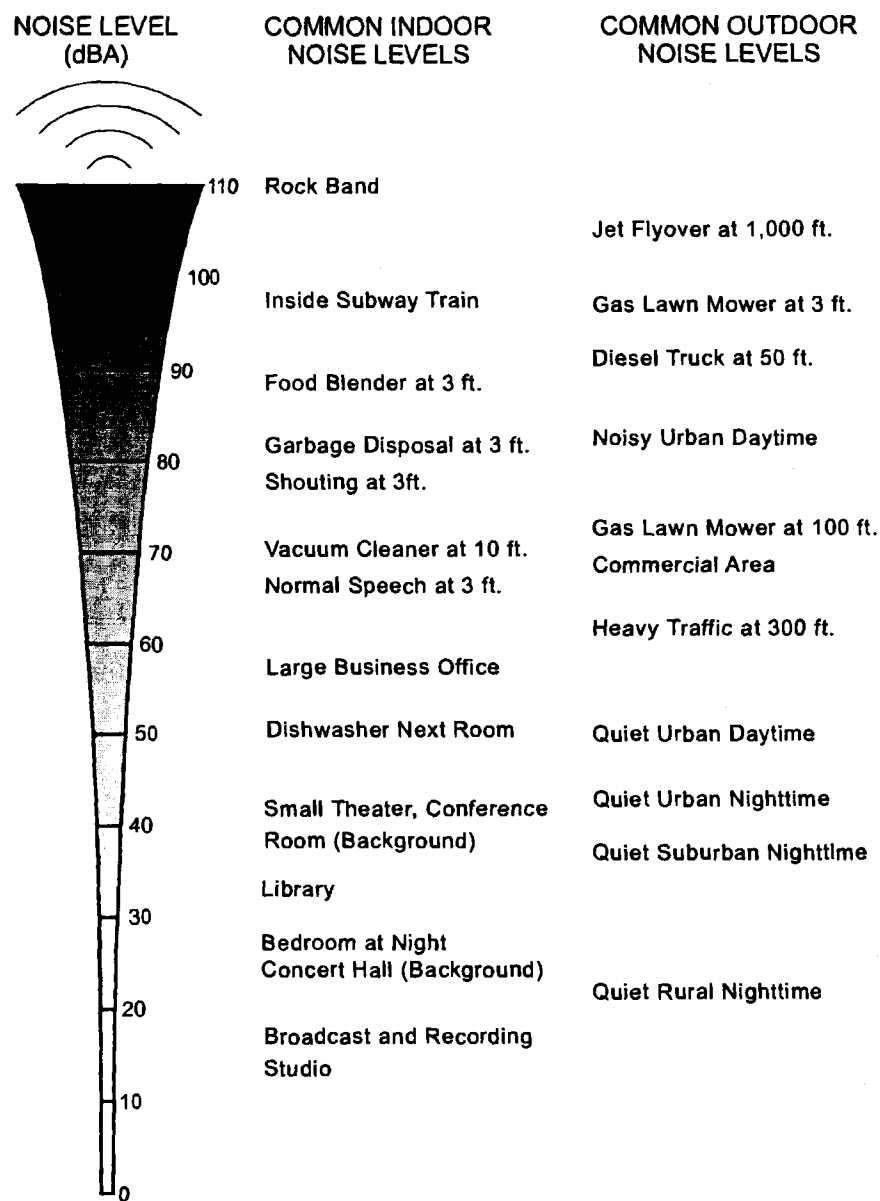
Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

The basic unit of measurement for sound is the decibel (dB). The decibel system of measuring sound provides a simplified relationship between the intensity of sound and its perceived loudness to the human ear. The decibel scale is logarithmic: therefore, sound intensity increases or decreases exponentially with each decibel of change. For example, a 10 dB level is 10 times more intense than one dB, while a 20 dB level is one hundred times more intense, and a 30 dB level is one thousand times more intense. To better account for human sensitivity to sound, decibels are measured on the "A-weighted scale," abbreviated dBA. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. To the human ear, the smallest perceptible sound level change is about 3 dBA, a 5 dBA change is considered clearly perceptible, and a 10 dBA increase is perceived by most people as a doubling of the sound level. Common sound levels for various indoor and outdoor noise sources are identified in Figure 36 on page 172.

##### Regulatory Setting

##### *State of California Noise Policies*

The State of California has adopted noise compatibility guidelines for general land use planning purposes. The level of acceptability of the noise environment is dependent on the activity associated with the particular type of land use. Table 23 on page 173 shows the noise standard associated with various land uses, as described by the State of California land use compatibility criteria for community



**Table 23**  
**Community Noise Exposure Compatibility Chart**

<b>Land Use</b>	<b>Normally Acceptable</b>	<b>Conditionally Acceptable</b>	<b>Normally Unacceptable</b>	<b>Clearly Unacceptable</b>
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	above 70
Multi-Family Homes	50-65	60-70	70-75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	above 80
Transient Lodging: Motels, Hotels	50-65	60-70	70-80	above 80
Auditorium, Concert Halls, Amphitheaters	-	50-70	-	above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	above 80
Office Buildings, Business and Professional Commercial	50-70	67-77	above 75	-
Industrial, Agriculture, Manufacturing, Utilities	50-75	70-80	above 75	-
<i>Source: Office of Noise Control, California Department of Health Services (DHS).</i>				

environments. As shown, the “normally acceptable” community noise exposure levels for the proposed land uses are as follows: Transient lodging uses: 50-65 dBA; Libraries: 50-70 dBA; Office Buildings and Commercial Business Centers: 50-70 dBA.

### ***City of Manhattan Beach Noise Standards***

All uses and activities within the City are required to comply with the provisions of the Manhattan Beach Noise Regulations (Title 5, Chapter 7 of the Municipal Code). The City of Manhattan Beach’s exterior noise standards are established in Ordinance 1957. These standards are summarized in Table 24 on page 174.

**Table 24**  
**City Of Manhattan Beach Exterior Noise Standard**

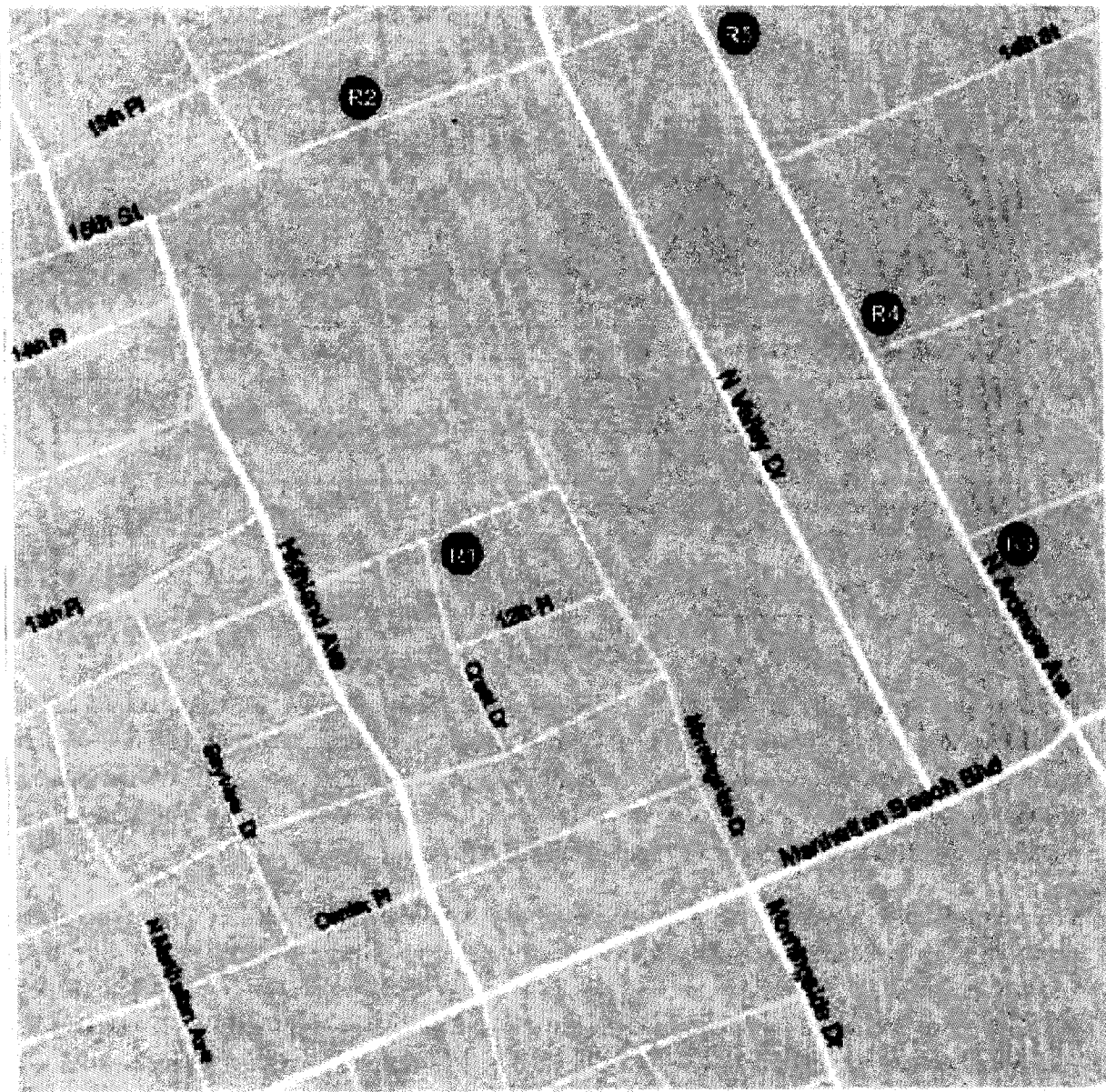
<b>Designated Land Use or Zoning Classifications</b>	<b>Time of Day</b>	<b>Exterior A-Weighted Noise Levels</b>
<b>Residential</b>	7 a.m. - 10 p.m.	50
	10 p.m. - 7 a.m.	45
<b>Commercial</b>	7 a.m. - 10 p.m.	65
	10 p.m. - 7 a.m.	60
<b>Industrial</b>	7 a.m. - 10 p.m.	70
	10 p.m. - 7 a.m.	70
<p>Note: If the 30-minute per hour ambient level exceeds the applicable level, then the ambient becomes the exterior noise standard, which may not be exceeded for a cumulative period of more than 30 minutes in any hour.</p> <p>Source: City of Manhattan Beach Ordinance No. 1957.</p>		

### Existing Noise Setting

The project site is located in an urban environment. The existing noise conditions in the project vicinity are generally characterized by the mix of land uses within the project area. The project site is generally split into two adjacent project sites, the Civic Center site and the Metlox Site. The Civic Center site is generally bounded by commercial uses to the west, multi-family residential and public facility uses to the north, single-family residential uses to the east, and commercial, multi-family residential uses and the Metlox site to the south. The Metlox site is located at the edge of the Commercial Downtown area and is bounded by commercial uses to the south and west, the Civic Center to the north, and single-family residential uses to the east.

Residential areas are generally defined as sensitive noise receptors. Sensitive noise receptors in the general project area were identified as follows: multi-family residences on 13<sup>th</sup> and 15<sup>th</sup> Streets, and single-family residences near Ardmore Avenue and 12<sup>th</sup> Street, Ardmore Avenue and 13<sup>th</sup> Street, and Ardmore Avenue and 15<sup>th</sup> Street. For purposes of this analysis, these locations were identified as Sensitive Noise Receptor Locations 1 through 5 and are depicted in Figure 37 on page 175.

TAHA staff conducted ambient noise measurements during nighttime hours (10:00 p.m. to 12:00 a.m.) on June 1, and during daytime hours (9:00 a.m. to 11:00 a.m.) on June 8, 2000 at each of the receptor



- R1 - Multifamily residences on 13th Street
- R2 - Multifamily residences on 15th Street
- R3 - Single family residences near Ardmore and 12th Street
- R4 - Single family residences near Ardmore and 13th Street
- R5 - Single family residences near Ardmore and 15th Street



Source: Terry A. Hynes Associates, LLC

**Table 25**  
**Measured Noise Levels (dBA Leq)<sup>1</sup>**

<b>Sensitive Receptor Locations</b>	<b>Daytime Measurement</b>	<b>Nighttime Measurement</b>
R1: Multifamily residences on 13 <sup>th</sup> Street	65.8	51.7
R2: Multifamily residences on 15 <sup>th</sup> Street	66.8	56.6
R3: Single family residences near Ardmore and 12 <sup>th</sup> Street	61.5	59.9
R4: Single family residences near Ardmore and 13 <sup>th</sup> Street	57.2	56.1
R5: Single family residences near Ardmore and 15 <sup>th</sup> Street	64.9	54.1
<sup>1</sup> Presented in 1-hour Leq. <i>Source: Terry A. Hayes Associates, October 2000.</i>		

locations surrounding the project site.<sup>28</sup> These readings were used to establish existing ambient conditions to provide “baseline conditions” from which to evaluate construction noise impacts. Existing noise levels recorded at each of the sensitive noise receptor locations are listed in Table 25, above. As depicted in Table 25, daytime noise levels ranged from 57.2 to 66.8 dBA (Leq), and nighttime noise levels ranged from 51.7 to 59.9 dBA (Leq).

The primary noise source in the project vicinity can be attributed to vehicular traffic on arterial roadways such as Manhattan Beach Boulevard and Highland Avenue. Using the existing traffic volumes provided by the project traffic consultant and Federal Highway Administration (FHWA) RD77108 noise calculation formulas, a Community Noise Equivalent Level (CNEL) was calculated for each sensitive receptor location. The CNEL is used as a baseline to measure the Proposed Project’s operational noise impact. The estimated CNEL for each of the noise receptor locations is depicted in Table 26 on page 177.

<sup>28</sup> Sound measurements were recorded using a Type 2 dosimeter.



**Table 26**  
**Estimated Community Noise Equivalent Level (Dba)**

<b>Sensitive Receptor</b>	<b>Day Measurement</b>	<b>Night Measurement</b>
R1: Multifamily residences on 13 <sup>th</sup> Street	65.8	51.7
R2: Multifamily residences on 15 <sup>th</sup> Street	66.8	56.6
R3: Single family residences near Ardmore and 12 <sup>th</sup> Street	61.5	59.9
R4: Single family residences near Ardmore and 13 <sup>th</sup> Street	57.2	56.1
R5: Single family residences near Ardmore and 15 <sup>th</sup> Street	64.9	54.1
<sup>1</sup> Presented in 1-hour Leq. <u>Assumptions:</u> Vehicular traffic represents the predominate noise source. The p.m. peak hour traffic represents 10% of ADT. The 24 hour distribution is 78% , 20%, and 2% for 7 am - 7 pm, 7 - 10 pm, and 10 pm - 7 am, respectively. The vehicle distribution is 97%, 2%, and 1% for auto, medium truck, and heavy truck, respectively. Source: Terry A. Hayes Associates, October 2000.		

## ENVIRONMENTAL IMPACTS

### Methodology and Significance Criteria

**Construction.** The criterion for the determination of a significant noise impact is stated in the City of Manhattan Beach Municipal Code (Ord. No. 1957). With regard to construction noise, the exterior noise standard which may not be exceeded for a cumulative period of more than 30 minutes in any hour is detailed in Table 24 on page 174.

**Operations.** A project would normally have a significant impact during the operational phase if the project causes the ambient noise level measured at the property line of affected uses to increase by three dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any five dBA or greater noise level increase (see Table 23).

**Table 27**  
**Typical Outdoor Construction Noise Levels**

Construction Phase	Noise Level (dBA Leq)	
	At 50 Feet	At 50 Feet with Mufflers
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86
Source: EPA, <i>Noise from Construction Equipment and Operations, Building Equipment and Home Appliances</i> , PB 206717, 1971.		

## Project Impacts

### *Construction Impacts*

Construction activities require the use of numerous noise generating types of equipment such as jackhammers, pneumatic impact equipment, saws, and tractors. Table 27, above, shows the typical noise levels that are associated with each construction phase.

As distance from the construction activity increases, the noise level decreases. Over hard surfaces, the noise generated by a stationary noise source, or "point source," will decrease by approximately six decibels for each doubling of the distance. Therefore, if the maximum anticipated noise level produced by construction activity on the project site is 89 dBA at a reference distance of 50 feet, then at a distance of 100 feet from the source the noise level would be 83 dBA.

To ascertain worst-case noise impacts at sensitive receptor locations, construction noise was modeled by introducing the noise level associated with the finishing phase of a typical development project to the ambient noise level. The noise source was assumed to be active for forty percent of the eight-hour work day, generating a noise level of 89 dBA (Leq) at a reference distance of 50 feet.

**Table 28**  
**Construction Noise Impacts (Dba Leq)**

<b>Receptor Location</b>	<b>Distance (feet) <sup>1</sup></b>	<b>Sound Level <sup>2</sup></b>	<b>Existing Ambient <sup>3</sup></b>	<b>New Ambient <sup>4</sup></b>	<b>Significance Threshold</b>	<b>Impact?</b>
R1	50	81.4	65.8	81.4	65.8	Yes
R2	75	77.9	66.8	77.9	66.8	Yes
R3	250	67.4	61.5	67.7	61.5	Yes
R4	250	67.4	57.2	67.4	57.2	Yes
R5	250	67.4	64.9	68.3	64.9	Yes
<sup>1</sup> Distance of noise source from receptor. <sup>2</sup> Construction noise source's sound level at receptor location, with distance adjustment. <sup>3</sup> Pre-construction activity ambient sound level at receptor location. <sup>4</sup> New sound level at receptor location during the construction period, including noise from construction activity. <i>Source: Terry A. Hayes Associates, October 2000.</i>						

The noise level, during the construction period, for each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level.<sup>29</sup> As shown in Table 28, above, noise from construction-related activities are anticipated to exceed the significance threshold at each sensitive receptor location. This would result in a short-term significant noise impact.

### ***Operational Impacts***

Operational noise impacts can occur from stationary sources or vehicular traffic (mobile sources). Examples of stationary noise sources include items such as unenclosed generators, public address (PA) systems, bells, and sirens. Although the Proposed Project has Police and Fire Department components, these uses are already existing on-site. The proposed improvements to these facilities would not increase the duration or frequency of existing noise sources, such as sirens. With the proposed project, the predominate noise source would be associated with increased vehicular traffic, as the project is

<sup>29</sup> U.S. Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, March 1974.

forecasted to generate a net increase of 3,442 daily vehicle trip ends.<sup>30</sup> As such, the greatest impacts are anticipated to occur at sensitive receptor locations adjacent roadways substantially affected by the proposed project. As previously illustrated in Figure 36, sensitive receptors R1 through R5 are all located adjacent to roadways substantially affected by the Proposed Project.

As with most urbanized areas, vehicular traffic is the predominate noise source within the project area. Utilizing Federal Highway Administration (FHWA) RD77108 noise calculation formulas, predicted traffic volumes can be used to estimate project-related traffic noise impacts. Based on peak hour traffic volumes provided by the project traffic report, a CNEL was calculated for each sensitive receptor location.

As shown in Table 29, on page 181, the project is anticipated to increase the CNEL by 1 dBA at most receptor locations, and have a negligible effect at others. More importantly, the CNEL would remain within the “conditionally acceptable” range of 55 - 70 dBA for residential neighborhoods as defined by the California Department of Health Services’ Office of Noise Control (DHS). Thus, operational noise impacts resulting from implementation of the Proposed Project would have a less-than-significant impact on noise sensitive uses.

#### **Nuisance Noise Impacts.**

The Proposed Project has a potential to generate “nuisance noise” from day-to-day activities. Such noises could include loud stereos, increased pedestrian traffic, car alarms, barking dogs, disposal and delivery trucks, and other noises associated with residential and commercial areas. Noise impacts associated with the Town Square area of the project, with increase pedestrian activity and outdoor dining facilities, would be limited because the area would be mostly enclosed by surrounding buildings. In addition, the existing City Noise Ordinance places restrictions on allowable duration, frequency, and time of day that nuisance noise events can take place. The Proposed Project does not contemplate any uses which could reasonably be expected to produce nuisance noise outside of the scope of what commonly exists in the urban environment. Therefore, no significant impacts associated with nuisance noise are anticipated from project operations.

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<sup>30</sup> *Traffic Study for Proposed Metlox and Civic Center Site Retail and Commercial Project in the City of Manhattan Beach, Crain & Associates, September 2000.*

**Table 29**  
**Estimated Community Noise Equivalent Level (dBA)**

Time Period	Sensitive Receptor Locations					
	R1		R2		R3 - R5	
	No Project	Project	No Project	Project	No Project	Project
Summer Week Day	61	62	66	67	66	66
Winter Week Day	63	64	65	66	65	66
Summer Saturday	62	63	66	66	65	65
Summer Sunday	62	62	65	66	65	66

Assumptions:

Vehicular traffic is the predominate noise source.

The p.m. peak hour traffic represents 10% of ADT.

The 24 hour distribution is 78% , 20%, and 2% for 7 am - 7 pm, 7 - 10 pm, and 10 pm - 7 am, respectively.

The vehicle distribution is 97%, 2%, and 1% for auto, medium truck, and heavy truck, respectively.

Source: Terry A. Hayes Associates, October 2000.

## MITIGATION MEASURES:

The following mitigation measures are recommended to reduce noise impacts during the construction phases of the proposed project:

- Use noise control devices, such as equipment mufflers, enclosures, and barriers.
- Erect a temporary sound barrier of no less than six feet in height around the construction site perimeter before commencement of construction activity. This barrier shall remain in place throughout the construction period.
- Stage construction operations as far from noise sensitive uses as possible.
- Avoid residential areas when planning haul truck routes.
- Maintain all sound-reducing devices and restrictions throughout the construction period.
- When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).

- When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.
- Adjacent residents shall be given regular notification of major construction activities and their duration.
- A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

### **CUMULATIVE IMPACTS**

The project traffic consultant, in consultation with the City Community Development Department, did not identify any related projects within the area that may be affected by the Proposed Project. Thus, cumulative noise impacts are not anticipated.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Topographical and meteorological conditions affect sound wave propagation and the effectiveness of the above mentioned mitigation measures. As previously indicated in Table 27, machinery equipped with mufflers have reduced noise levels. The sound level reduction can range from 1 to 3 dBA. With muffler utilization, the grading/excavation and finishing phases would have the greatest noise impacts, producing noise levels up to 86 dBA at a reference distance of fifty feet.

The erection of a temporary sound barriers can also be very affective in mitigating construction noise impacts. The effectiveness of sound barriers can vary from 3 to 10 dBA (Leq) depending on barrier height and composition. Other factors such as local topography and noise source/receptor proximity also affect barrier effectiveness. Table 30 on page 183 estimates the anticipated worst-case impacts with equipment muffler utilization and 3 dBA (Leq) barrier effectiveness reduction.

**Table 30**  
**Construction Noise With Mitigation (Dba Leq)**

<b>Receptor Location</b>	<b>Distance in Feet <sup>1</sup></b>	<b>Sound Level <sup>2</sup></b>	<b>Existing Ambient <sup>3</sup></b>	<b>New Ambient <sup>4</sup></b>	<b>Significance Threshold</b>	<b>Impact?</b>
R1	50	75.4	65.8	75.5	65.8	Yes
R2	75	71.9	66.8	72.3	66.8	Yes
R3	250	61.4	61.5	63.2	61.5	Yes
R4	250	61.4	57.2	62.0	57.2	Yes
R5	250	61.4	64.9	65.4	64.9	Yes
<sup>1</sup> Distance of noise source from receptor. <sup>2</sup> Construction noise source's sound level at receptor location, with distance adjustment. <sup>3</sup> Pre-construction activity ambient sound level at receptor location. <sup>4</sup> New sound level at receptor location during the construction period, including noise from construction activity. <i>Source: Terry A. Hayes Associates, October 2000.</i>						

With application of prescribed mitigation measures, construction noise levels are anticipated to be reduced by approximately 6 dBA (Leq) at all receptor locations. However, significant noise impacts would remain at sensitive receptor locations nonetheless. These temporary construction noise impacts would be significant and unavoidable.

No unavoidable significant impacts are anticipated during the operation phase of the proposed project.





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## VI. GENERAL IMPACT CATEGORIES

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### UNAVOIDABLE SIGNIFICANT IMPACTS

#### Traffic

The Project Traffic Study assessed project-related traffic impacts during three representative time periods out of the year: AM/PM peak hour winter weekdays; AM/PM peak hours summer weekdays; and Saturday/Sunday summer weekends. Significant traffic impacts are expected to occur at 5 of the sixteen study intersections analyzed in the project traffic analysis. Namely these intersections include (1) Highland Avenue and 15th Street; (2) Highland Avenue and 13th Street; (3) Manhattan Beach Boulevard and Sepulveda Boulevard, (4) Manhattan Beach Boulevard and Highland Avenue; and (5) Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue. Impacts at all of the intersection except to can be reduced to levels below significance for all but two of the significantly impacted intersections. These unavoidable significant traffic impacts are expected to occur at the following two study intersections during the summer season:

- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (summer weekdays PM peak hour)
- Highland Avenue and Manhattan Beach Boulevard (summer Sundays peak hour).

It should be noted that no unavoidable significant traffic impacts are expected to occur during the winter weekdays, which constitutes over  $\frac{3}{4}$  (or 75%) of the time period throughout the year. The unavoidable traffic impacts are only expected to occur on a seasonal basis during summer months when the City of Manhattan Beach naturally experiences increased traffic volumes associated with summer beach trips.

#### Construction Noise

Noise from construction-related activities are anticipated to exceed the significance threshold at all 5 of the sensitive receptor locations analyzed in this analysis. With application of prescribed mitigation measures, construction noise levels are anticipated to be reduced by approximately 6 dBA (Leq) at all receptor locations. However, due to the proximity of sensitive noise receptors, significant noise impacts would still remain at sensitive receptor locations. These temporary construction noise impacts would be significant and unavoidable.

## **IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT**

In addition to the environmental impact categories analyzed in this EIR, the City of Manhattan Beach has determined that development of the proposed project does not have the potential to result in significant impacts in the following environmental issue areas: Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Mineral Resources, Population and Housing, Recreation, and Utilities. Thus, each of these non-significant impact areas were addressed in the Initial Study and are not analyzed in this EIR. A summary discussion of the City's findings for non-significance for each of these environmental issue areas is presented below.

### **Agricultural Resources**

The project site is currently developed with Police and Fire Department facilities and an asphalt paved surface parking lot. There are no agricultural lands or uses on the site. Historic uses for the Metlox portion of the site include a pottery manufacturing plant dating back to 1927. As a result of past remediation activities on-site, the soil conditions are no longer suited for agricultural purposes. In addition, the existing zoning and land use designation for the Civic Center portion of the site is "PS" and Public Facility, respectively. The existing zoning and land use designation for the Metlox portion of the site is CD and "Downtown Commercial". The project site is not subject to Williamson Act contract provisions. Therefore, development of the project would not convert farmland to a non-agricultural use, nor will it have an affect on any existing agricultural uses. Inclusion of this issue in the scope of the EIR is therefore not warranted.

### **Biological Resources**

The proposed project site is currently developed with Civic Center uses and an asphalt paved surface parking lot. A portion of the southernmost area of the project site remains excavated and is void of any vegetation. There is no valuable wildlife habitat on the project site to support specialized species that occur in natural environments. Due to the amount of existing development and human activity on-site, any floral or faunal species occurring on the site would be habitat generalists, which have adapted to such urban environments. No species identified as a candidate, sensitive, or special status species are known to occur on the project site. In addition, the project site does not contain any water bodies and is incapable of supporting any migratory fish or wildlife species. The site is completely surrounded by urban development and does not provide suitable habitat corridors for any migratory species. Therefore, development of the proposed project would not affect the movement of any native resident or migratory fish or species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Inclusion of this issue in the scope of the EIR is therefore not warranted.

## Cultural Resources

The Civic Center portion of the project site is developed with the City of Manhattan Beach Police Department, Fire Department, and Library buildings, which were constructed in 1958, 1960, and 1975, respectively. None of the buildings on site have historical significance recognition on the federal, state or local level. Therefore, demolition and replacement of these structures would not impact historical resources. The former Metlox Potteries property is not listed as a federal or state historical resource or landmark. The Metlox pottery was built and operated from June 1927 through January 1976. From June 1991-1996 the Metlox buildings were demolished, and the subject property was remediated for soil contamination. The site currently consists of a paved surface parking lot and a vacant, partially excavated parcel of land. In addition, because the site has been subjected to extensive soil disturbances associated with remediation activities. The potential for recovering any unique paleontological resources at this point in time is extremely limited. While the former Metlox property is not officially recognized as a local historical landmark, the developer intends on incorporating elements of the sign into the proposed project. In addition, the project will include a Lookout Tower within its Town Square plaza that will include historic photographs depicting the history of the project site and its environs. Inclusion of this issue in the scope of the EIR is therefore not warranted.

## Geology/Soils

A project-related significant adverse effect could occur if the project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone. There are no Alquist-Priolo Earthquake Fault Zones designated within the City of Manhattan Beach.<sup>31</sup> In addition, the project site is not located in an area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.<sup>32</sup> While excavation and grading activities will be required during project construction, it is anticipated that standard building code measures and safety practices will be employed in accordance with the Uniform Building Code (UBC) and in accordance with all applicable requirements of the Occupational Health and Safety Administration (OSHA). Furthermore, excavation and grading activities on-site will result

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<sup>31</sup> California Department of Conservation, Division of Mines and Geology, Table 4. *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones As of May 1, 1999. This is an updated version of Table 4 from the 1997 edition of Special Publication 42 (Fault-Rupture Hazard Zones in California, by Earl W. Hart and William A. Bryant).*

<sup>32</sup> California Department of Conservation, Division of Mines and Geology, *The Official Map of Seismic Hazard Zones, Venice Quadrangle, released March 25, 1999.*

in a moderate amount of soil disruption, displacement, and compaction, specifically associated with the construction of the underground parking structure. Such impacts, however, would be reduced to less than significant levels with implementation of best management practices, which will be implemented during construction activities. Therefore, the proposed project would not expose people or structures to substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault.

### **Mineral Resources**

No oil extraction activities have historically occurred or are presently conducted on the project site. In addition, the project site is not located within an area that is known to contain significant mineral deposits. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Inclusion of this issue in the scope of the EIR is therefore not warranted.

### **Population And Housing**

The proposed project does not include any residential units and would not result in a direct increase in permanent population growth. The increase in employment on the project site would not result in a substantial increase in the permanent population or associated demand for housing in the vicinity of the project site. The Fire and Police Departments and Public Library would transfer employees over from the existing structures, which would not impact the population rates. The project site is also located within an area of the City already developed with residential and commercial related uses. As such, the project would be considered an infill development and would not induce population growth in an area currently undeveloped. Inclusion of this issue in the scope of the EIR is therefore not warranted.

### **Public Services**

#### ***Fire Protection***

Implementation of the proposed project will result in increased activity on the project site, which could create a greater demand for fire protection services. The project site will be served by and house one of the two City of Manhattan Beach Fire Departments (MBFD). All indication from the fire department suggest that this project will have a net beneficial impact on the Fire Department's ability to serve the City of Manhattan Beach. Any negative impacts would be short-term and temporary during the construction period. However, there will be no interruption in fire protection or emergency medical service during this period. During construction much of the equipment and crew will be stationed at the second fire department. The response time would be almost immediate if a fire emergency were to occur within the vicinity of the proposed project. The water mains in the area are 6-8 inch diameter

mains. The fire flow for the project area is approximately 3,400 gallons per minute (gpm). A minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. Currently, water pressure and availability in the project area are sufficient to meet the MBFD's fire flow requirements. Therefore, the project would have a less than significant impact involving fire protection. Inclusion of this issue in the scope of the EIR is therefore not warranted.

### ***Schools***

Given that the proposed project does not include any residential development, the project will not directly contribute to the student population of the City. The project includes the construction of commercial land uses, which typically utilize the existing labor force in the surrounding community to fill jobs created by the project. It is unlikely that project associated employment would cause a substantial number of people from outside the City to relocate to Manhattan Beach. Inclusion of this issue in the scope of the EIR is therefore not warranted.

### ***Parks***

The City of Manhattan Beach Parks and Recreation Department maintain the public park areas. There are a total of nine parks and recreational facilities in the City of Manhattan Beach, excluding the two miles of beach frontage. Manhattan Beach currently provides approximately 2.5 acres of parks per 1,000 populations. This is corresponding with the National Recreation and Parks Association (NRPA) guidelines. Existing parks in the project area include the following: Live Oak Park, Manhattan Heights Park, Sand Dune Park, Parque Culiacan, Eight Street Parkette, Larsson Street Parkette, Polliwog Park, Marine Avenue Park, and Manhattan Village Park. The nearest park to the site is Live Oak, approximately 200 feet south of the site. As mentioned previously, the project does not involve the construction of residential land uses. Residential land uses have the greatest impact on park and recreational services as they directly result in an increase in the resident population, including the greatest users of such services, families with children. Employees of commercial development typically do not enjoy enough free time in their work schedules to utilize park and recreational services. Inclusion of this issue in the scope of the EIR is therefore not warranted.

### ***Other Governmental Services***

The proposed project does not include the development of residential land uses, which typically have the greatest impact on library services. Further, as the proposed project consists of the expansion of the Public Library building, it is likely that the project will result in a beneficial impact on library services. Inclusion of this issue in the scope of the EIR is therefore not warranted.

## Recreation

The City of Manhattan Beach Parks and Recreation Department operates and maintains the public park areas within the City. There are a total of nine parks and recreational facilities in the City of Manhattan Beach, totaling approximately 48 acres.<sup>33</sup> In addition, there is approximately 40 acres of recreational area along the two miles of beach frontage and 21 acres in the public golf course located in Manhattan Village. According to the National Recreation and Parks Association (NRPA) guidelines minimum standard of 2.5 acres of parks per 1,000 populations, the City of Manhattan Beach meets its park requirements.<sup>34</sup> Existing parks in the City include the following: Live Oak Park, Manhattan Heights Park, Sand Dune Park, Parque Culiacan, Eight Street Parkette, Larsson Street Parkette, Polliwog Park, Marine Avenue Park, and Manhattan Village Park. The nearest park to the site is Live Oak, approximately 200 feet south of the site. As mentioned previously, the project does not involve the construction of residential land uses. Residential land uses have the greatest impact on park and recreational services as they directly result in an increase in the resident population, including the greatest users of such services, families with children. Employees of commercial development typically do not enjoy enough free time in their work schedules to utilize park and recreational services. Inclusion of this issue in the scope of the EIR is therefore not warranted.

## Utilities

### Wastewater

The County of Los Angeles County Sanitation Districts provides sanitary sewer service to the project area. The wastewater flow from the proposed project will discharge to a local sewer line, which is maintained by the City. Wastewater from the site is conveyed to the District's South Bay Cities Main Trunk Sewer, located in The Strand at Manhattan Beach Boulevard. This 30-inch diameter trunk has a design capacity of 7.7 million gallons per day (mgd) and conveyed a peak flow of 4.8 mgd. The expected average wastewater flow from the project site is 35,445 gallons per day, which would account for 0.05 percent of the total design capacity.<sup>35</sup> The increase in wastewater would be treated at the Joint Water Pollution Control Plant (JWPCP). The JWPCP has a design capacity of 385 million gallons per day (mgd) and currently processes an average flow of 328.8 mgd. The proposed project's net increase in sewage generation would represent 0.008 increase in the wastewater treated at JWPCP. The

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<sup>33</sup> *City of Manhattan Beach General Plan, February 1988.*

<sup>34</sup> *Ibid.*

<sup>35</sup> *County Sanitation Districts of Los Angeles County, January 5, 2000.*

proposed project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

### ***Water Conservation***

The West Basin Municipal Water District supplies water to the site. The City obtains approximately 80 percent of its water supply from MWD surface water, 17 percent from groundwater, and three percent from recycled water. These three water sources have been, and continue to be, adequate to meet the total water demands of the City.<sup>36</sup> The proposed project includes a 90,000 square foot infill development project with moderate water usage rates. Based on the wastewater generation factor provided above, the proposed project is anticipated to increase water consumption by approximately 34,834 gallons per day.<sup>37</sup> Compared to the regional water availability, this increase would not be considered significant enough to deplete regional supplies. In addition, all new construction will be fitted with modern water conservation features such as low flow toilets and restricted flow shower heads in accordance with all applicable laws and regulations (i.e., Titles 20 and 24 of the California Administrative Code). The increase in water consumption generated by the project is not expected to significantly impact regional water resources.

### ***Solid Waste***

A significant impact could occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The proposed uses on the site consist of restaurants, retail development, commercial offices, day spa, and a 40-room inn. The total solid waste generation rates would total to 3,277 lbs per week. A significant impact could occur if the proposed project would generate solid waste that was not disposed in accordance with applicable regulations. The proposed project would generate minimal quantities of solid waste per day. Solid waste generated on-site would be disposed in accordance with all applicable federal, state and local regulations related to solid waste. Inclusion of this issue in the scope of the EIR is therefore not warranted.

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<sup>36</sup> City of Manhattan Beach Public Works Department, March, 2000.

<sup>37</sup> Estimated water generation is 120 percent of the estimated wastewater generated for the proposed project.

## SUMMARY OF SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL IMPACTS

CEQA Guidelines Section 15126.2(c) indicates that “[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” These guidelines also indicate that “[i]rretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The type and level of development the proposed Metlox/Civic Center project would necessarily consume limited, slowly renewable, and non-renewable resources. Such resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel, and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment. This consumption would occur during the construction phase of the project and would continue throughout its operational lifetime. The new development would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; (3) the transportation of goods and people to and from the project site.

The resources that would be committed during operation of the project would be similar to those currently consumed by the Civic Center and surrounding land uses. These would include energy resources such as electricity and natural gas, as well as petroleum-based fuels required for the increased number of vehicle-trips to be generated by the project. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the project, and the existing, finite supplies of these natural resources would be incrementally reduced. Increased consumption generated by the project would not be significant when compared with existing energy consumption levels Citywide. However, the energy requirements associated with the project would represent of long-term commitment of essentially non-renewable resources.

Development of the project represents an essentially irreversible commitment of land uses that would transform the existing uses on-site in response to local planning goals and policies. While in the very long-term, other uses may replace those proposed by the Developer, reversion to low-density or non-urban uses would be unlikely. Development would irreversibly increase the commitment of public services, such as providing police and fire services, a potable water supply wastewater treatment, and solid waste disposal, to support the project throughout its lifetime. The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the life of the project. However, this resource consumption would be consistent with growth and anticipated change in the City of Manhattan Beach and greater Los Angeles urban region.



## GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which the proposed action could be growth-inducing. This would include ways in which the project would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) reads as follows:

*“Discuss the ways in which the proposed project could foster economic population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed growth in any area is beneficial, detrimental, or of little significance to the environment.”*

The project could foster economic growth by increasing the number of employees and customers on the project site, who could in turn, also patronize local businesses and services in the area. Additionally, some short-term employment opportunities would be provided through project construction. Given the proposed project location within the downtown area of the City of Manhattan Beach, such growth inducement would be consistent with the City's General Plan. Thus, although the project could potentially include some growth-inducing features, such growth inducement would not be significant. The project does not include housing and therefore, would not include permanent population growth. In addition, as discussed below, the project would not induce growth in an area that is not already developed with infrastructure to accommodate such growth.

The project site is within a highly developed urban setting. It is anticipated that the project could be adequately serviced by existing and/or extension of existing water, sewer, storm drains infrastructure. As the police and fire departments would be located on the project site, adequate emergency service would not be an issue. Therefore, the project would not result in significant growth-inducing impacts.



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## VII. ALTERNATIVES TO THE PROPOSED PROJECT

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### INTRODUCTION

Section 15126.6 of the State CEQA Guidelines requires that an EIR, “Describe a range of reasonable alternatives to the project, or to the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” Section 15126.6(a) further provides that, “the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.”

The primary objective to provide an evaluation of alternatives is to allow informed decisions for discretionary actions related to the project. Review of available alternatives allows evaluation of other methods of operation or locations of facilities that may be technologically and economically feasible and, if such alternatives meet these criteria, evaluation of whether or not their implementation would significantly reduce or eliminate significant impacts of the project.

Neither the CEQA statutes, the CEQA Guidelines, nor recent court cases specify a precise number of alternatives required to be discussed in an EIR. The CEQA Guidelines do, however, state that a “No Project” alternative must be included, and when appropriate, an alternative potentially feasible site location. Other project alternatives may involve modifications to the proposed land uses or other project elements at the same project location.

CEQA prohibits public agencies from approving projects as proposed if there are “feasible” alternatives or “feasible” mitigation measures available to the project proponent that substantially lessen the significant adverse environmental effects of such projects.<sup>38</sup>

### ALTERNATIVES CONSIDERED AND DISMISSED

Over the past several years, a number of project scenarios have been considered for the former Metlox Pottery site. Previous applications for developing the property have included a 32-unit condominium

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<sup>38</sup> “Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Title 14 C.C.R (CEQA Guidelines) §15364, and P.R.C §21061.01.

project and a number of commercial development scenarios ranging between 200,000 square feet and the present proposal for 90,000 square feet. In formulating the Metlox project, the City of Manhattan Beach took an aggressive role in seeking community involvement. Through a number of community charettes and City Council meetings, a scaled down version of the project was ultimately approved for consideration. The community outreach program included a public Downtown Walking Tour, conducting a Strategic Issues Workshop with the public, and the creation of the Downtown Strategic Action Plan that specifically addressed future development objectives for the Metlox property. The 90,000 square foot project has essentially resulted as a product of compromise between active community groups, the City of Manhattan Beach, and the project's commercial applicant. In addition, a number of feasibility studies prepared for the City by Keyser Marston Associates Inc., assessed the potential return of income for a number of Alternative proposals including lodging components of 40 rooms, 75 rooms, and 90 rooms, and mixed-use commercial uses ranging between 200,000 and 90,000 square feet.

### **ALTERNATIVE PROJECT LOCATION - DISMISSED**

The project's objectives are directly associated with the site specific goals of redeveloping existing uses at the Civic Center and redeveloping the former Metlox Potteries property, which has remained vacant for the past several years. As such, the project objectives to improve the existing Civic Center uses and add on to the Public Library and redevelop the former Metlox Pottery property are site specific objectives, which preclude the possibility of selecting an alternative location for either development scenario. The Metlox site is situated at the edge of the Downtown Commercial District providing a gateway to the Downtown Commercial District and beach. Accordingly, the project objective are formulated around site redevelopment and integration of the two contiguously located project sites. The project's objectives involve redeveloping the outdated and functionally deficient Police and Fire Department structures with a combined Public Safety Facility on-site, expanding or redeveloping the existing Public Library building, and integrating the Civic Center improvements with the Metlox commercial redevelopment. The design objectives for the Metlox portion of the project are also a function of its location; to provide a mix of unique local serving commercial tenants who will compliment and not compete with, the existing Downtown uses. For these reasons, an alternative site location would not provide a feasible alternative.

After consideration of the above issues and alternative possibilities, the following six project alternatives have been selected for analysis:

- 1) The No Project Alternative;
- 2) Civic Center Only. The Civic Center (as proposed) without the Metlox commercial development;

- 3) Metlox Development Only. The Metlox commercial development (as proposed) without the Civic Center improvements;
- 4) Reduced Density Alternative. The Civic Center (as proposed) with a 60,000 square foot Metlox commercial development (includes surface parking only);
- 5) Increased Parking Alternative. The Civic Center (as proposed) with a 90,000 Metlox commercial development (as proposed) with an additional level of subterranean parking; and
- 6) Alternative Mixed-Use Metlox Development. The Civic Center (as proposed) with a 90,000 square foot Metlox commercial development with an alternative mix of commercial uses.

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## VII. A. NO PROJECT ALTERNATIVE

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CEQA requires that a “No Project” alternative be evaluated along with its environmental impact. The purpose of describing and analyzing a “No Project” alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The baseline conditions for the “No Project” analysis are based on the existing environmental conditions at the time of the Notice of Preparation. In addition to taking no further action on the proposed project, CEQA requires the “No Project” alternative analysis to include assumptions about what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. (CEQA Guidelines Section 15126.6 (e)(2)).

For purposes of this analysis, the No Project Alternative is the circumstance under which the project does not go forward. For the Civic Center portion of this project, no improvements or modifications would be made to the existing Fire Department, Police Department, or Public Library buildings. These facilities would continue operating under their current conditions and no structural improvements would be provided. The proposed Cultural Arts Center addition to the Public Library would not be constructed under this alternative.

With regards to Metlox site, possibilities for potential future development remain too speculative to assume at this time. Currently, the City owns the property and is seeking to develop the property through a partnership with a commercial developer. Without a joint development, the City may choose to sell the Metlox property in an attempt to recover its initial investment. In this event, a maximum commercial development scenario, consistent with the current zoning regulations for the CD District would likely be proposed by a private developer. However, considering the City’s interest in this property, and the community’s influence in limiting commercial development on the Metlox site, any development scenario would be too speculative to consider at this point in time. For purposes of this analysis, no further development is assumed to occur within the foreseeable future on this property. The No Project assumptions include the site remaining as is, which includes a vacant fenced off lot and the continued use of the temporary parking lot until the temporary use permit expires.

### **Environmental Impacts**

#### ***Aesthetics***

Under the No Project Alternative, there would be no changes to the existing visual environment on the project site. The buildings on the Civic Center site would remain in use in their current condition. The Metlox property would remain undeveloped with the partial use of the temporary parking lot. Existing

views of the project site would remain as depicted in Figures 9 through 19 in Section V.A. Aesthetics/Views. No obstruction of views would occur under this alternative. However, none of the beneficial aesthetic impacts of the project development would be realized.

### ***Air Quality***

The No Project Alternative would not involve any new construction activity and would not increase any of the existing uses or operations on the project site. No demolition or construction emissions would be generated. No additional vehicle trips would be generated to the site, thus no additional vehicle emissions would be generated. Ambient air quality conditions would essentially remain the same as characterized in the environmental setting discussion in Section V.B. Air Quality. Air Quality impacts would thus be less than significant and reduced as compared to the proposed project.

### ***Land Use***

Under the No Project Alternative, the existing land uses on the Civic Center site would remain the same. The Civic Center would continue daily operations within the existing facilities and no on-site improvements would be made. The existing Civic Center uses are consistent with the current "Public Facility" and "Public and Semi Public District" land use and zoning designations for the site. No variances or development agreements would be needed.

No foreseeable development would occur on the Metlox site under this alternative. The present temporary use of the parking lot on the Metlox site would continue until expiration of the existing temporary use permit. The existing approval for the parking lot use indicates that the permit is valid for a two-year period expiring in 2000, with an extension of up to two years. The resolution specifically states that: "The Use permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore the only land use action that would foreseeably occur under this alternative would be the discontinuation of the public parking lot.

### ***Public Services (Police Protection)***

Under the No Project Alternative, no improvements to the Civic Center would occur. The existing Police and Fire Department buildings would continue operating under their current conditions. As documented in the City's Public Facility Fact Sheets, the existing Police and Fire Department facilities are currently operating with a number of physical and operational shortcomings that negatively affect their ability to serve the public.<sup>39</sup> (See the environmental setting discussion of Section V.D. Public

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<sup>39</sup> Source: *The City of Manhattan Beach Police Department Fact Sheet* at website; [http:// www.ci.manhattan-beach.ca.us/](http://www.ci.manhattan-beach.ca.us/).

Services). Since the City has identified deficiencies with both Fire and Police Department buildings, the continued operation of Police and Fire Department services without any improvements to the existing facilities would have a negative impact upon Public Services, as compared to what would occur with the Civic Center improvements proposed with the project. With selection of the No Project Alternative, none of the benefits of the proposed Public Safety Facility would be realized.

With regard to increased demands upon public safety services, this Alternative would not result in any increase to the on-site population for either the Civic Center or Metlox site. As such, the demand for additional services would not increase under this scenario.

### ***Risk of Upset***

The No Project Alternative would not generate any increased risk of hazardous materials exposure over existing conditions. Hazardous materials presently stored and used on-site are generally limited to small quantities of common household cleaning solvents and supplies. The Manhattan Beach Fire Department currently utilizes a 250 gallon aboveground storage tank (AST), which stores diesel used to fuel MBFD's trucks and other City vehicles. According to records maintained by the MBFD, regular inspections of the tank have not revealed any leakage of diesel.

Following closure of the Metlox Potteries operations in 1989, the Metlox site has been remediated to remove unacceptable levels of lead, cadmium, and zinc from the soil. Based on the information in the closure report for the Metlox Site, the Los Angeles County Fire Department concurred that the known site contamination had been satisfactorily mitigated for use.<sup>40</sup> Leaving the former Metlox Potteries site vacant would not pose any threat or risk of upset to the general public. Impacts would essentially be the same under this alternative as compared to the proposed project.

### ***Transportation/Circulation***

**Traffic.** Based on the ambient traffic growth assumptions used in the Traffic Study, the existing (2000) traffic was growth-factored by 2.0 percent per year for five years to form the future year 2005 "Without Project" condition. The resulting 2005 peak hour traffic volumes for winter weekdays, summer weekdays and summer weekends are shown in Figures 29(a) through 31(b) in Section V.F of this Draft EIR. These volumes represent the "benchmark" values for determining project traffic impacts on the street system without the proposed project. Future 2005 Traffic volumes without the

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<sup>40</sup> County of Los Angeles Fire Department Site Mitigation Unit Health Hazardous Materials Division, Thomas W. Klinger, Supervisor, correspondence, June 26, 1996.



proposed project are anticipated to experience unacceptable level of service values (i.e., LOS F) at the following 8 intersections:

- Marine Ave. & Highland Ave (winter weekdays PM peak hour);
- Valley Drive and Blanche Road (summer weekdays AM & PM peak hours);
- Ardmore Ave./Marine Ave. and Pacific Ave. (summer weekdays PM peak hour).
- Marine Ave. & Sepulveda Blvd (winter and summer weekdays AM & PM peak Hours, summer Saturdays peak hour);
- Highland Ave. & 15<sup>th</sup> Street (winter weekdays PM peak hour, summer weekdays and weekends AM & PM peak hours);
- Manhattan Beach Blvd. and Valley Drive/Ardmore (summer weekdays PM peak hour).
- Manhattan Beach Blvd. & Sepulveda Blvd. (winter and summer weekdays and summer weekends AM & PM peak hours);
- Ardmore Ave. & 2<sup>nd</sup> Street (winter weekdays AM peak hour).

**Parking.** Under the No project Alternative no new parking will be provided on-site. The Civic Center uses will continue to operate with at parking deficiency relative to the assessed demand previously calculated in the City of Manhattan Beach Civic Center Public Safety Facility needs assessment data.<sup>41</sup> The temporary parking lot on the Metlox property would continue operating under the terms of the temporary use variance. The conditions applied to this permit indicate that the permit is valid for a two-year period expiring in 2000, with an extension of up to two years. The resolution states that: "The Use permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore, upon expiration of the existing permit, a net loss of 125 parking spaces in the Downtown area could occur. Parking impacts would be greater under this alternative than with development of the proposed project.

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<sup>41</sup> *Manhattan Beach Public Safety Facility Review, City of Manhattan Beach & Leach Mounce Architects, July 6, 1995.*

***Hydrology/Water Quality***

No physical alteration of the site would occur under the No Project Alternative. As such, hydrologic conditions such as surface water infiltration, surface water runoff (rate), and direction (flow) would remain unchanged. Water pollution from surface water runoff from the existing parking lots would remain consistent with the existing conditions. It is anticipated that water pollution impacts would be greater under this alternative than with the proposed project because a larger area is currently used for surface parking than what would occur under the proposed project. Although the project does include some surface parking areas, the project will provide a majority of the on-site parking in subterranean garages and would convert existing parking areas into hardscaped paseos and Town Center areas. With development of the proposed project a total of 178 fewer parking spaces would be exposed to storm water runoff and a net beneficial impact on the quality of surface water runoff would result. Therefore, the beneficial water quality impacts expected under the proposed project would not be realized and water quality impacts would be greater under the No Project Alternative as compared to the proposed project.

***Noise***

The No Project Alternative would not involve any demolition or construction activities on the project site and would not increase the existing uses on the project site. As such, no construction-related noise impacts would occur. Noise from operational impacts would remain consistent with the existing ambient noise characteristics as described in Section V.H. Noise. Noise impacts would be reduced under this alternative as compared to the project.

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## VII. B. CIVIC CENTER DEVELOPMENT ONLY

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Under the “Civic Center Development Only Alternative”, improvements for the Civic Center would be implemented as proposed under the proposed project and no future development would occur on the Metlox property in the immediate future. As analyzed under the proposed project, the Civic Center includes a complete demolition and reconstruction of the existing Police and Fire Department and Public Library facilities. Due to the age and condition of the existing structures, the Fire Department building (10,568 square feet) and Police Department building (20,000 square feet) will be entirely demolished and reconstructed on-site. These facilities are proposed to be replaced with a two-level (one level below grade), approximately 57,000 square foot combined Police and Fire Department public safety facility incorporating all administrative and operational functions of these departments. The net increase in developed floor area over existing conditions will be approximately 26,432 square feet. The proposed structure is intended to accommodate the spatial and modernization needs of both departments and will not involve any staffing or personnel increases.

The Civic Center would also undergo reconstruction or expansion of the existing Public Library building. The existing Public Library (12,100 square feet) will either be added on to or demolished and reconstructed with a new Public Library and Cultural Arts Center. Upon completion, the proposed Library and Cultural Arts Center will consist of an approximate 40,000 square foot structure with roughly 30,000 square feet for library space and 10,000 square feet for a 99-seat Cultural Arts Center. The Library will contain reference materials and periodicals for children through teens to adults, meeting and reading rooms, and restrooms for the community and offices for staff. The Cultural Arts Center will contain a stage for live community performances, dressing rooms, lobby, offices, kitchenette, restrooms, and exhibition space. A summary of the proposed uses under this alternative is provided in Table 31 on page 202.

Access to public parking will be provided via 15<sup>th</sup> Street and Valley Drive. The public driveway at 15<sup>th</sup> Street, adjacent to the City Hall Building, will provide access to surface parking, as well as access to below grade parking via a driveway ramp located within the interior of the surface parking lot. An additional subterranean parking driveway will be provided on 15<sup>th</sup> Street adjacent to the proposed Public Safety Facility for secured parking. The Valley Drive driveway will provide secured access for employee parking and City vehicles. The subterranean level will provide 116 secure parking spaces for Police/Fire Department functions, and 87 spaces for Civic Center public and staff. The on-grade parking will provide 61 secure spaces for Police/Fire Department use, and 86 spaces for Civic Center public and staff parking. The total number of spaces provided for the redeveloped Civic Center is 350

**Table 31**  
**Civic Center Only Development Alternative**

<b>Proposed Uses</b>	<b>Existing Development (sq. ft.)</b>	<b>Proposed Development (sq. ft.)</b>	<b>Net Increase (sq. ft.)</b>
Fire Department	10,568	57,000 (combined)	26,432
Police Department	20,000		
Public Library	12,100	30,000	17,900
Cultural Arts Center	0	10,000	10,000
<b>Total</b>	<b>42,668</b>	<b>97,000</b>	<b>54,332</b>

(203 subterranean and 147 on-grade). Existing roadway configurations and traffic patterns would remain unchanged under this alternative.

### **Environmental Impacts**

#### ***Aesthetics***

With regard to aesthetic impacts, views under the Civic Center Alternative would be the same as presented in the project analysis for the Civic Center site. Existing views that would be partially or completely effected by the new Civic Center structures were identified in Section V.A. Aesthetics as Existing View No. 5 and Existing Views 7 through 17. As discussed in the project analysis, redevelopment of the Civic Center site would reflect a positive change in the existing visual character of the Civic Center area. The new Public Safety Facility would be developed in a manner consistent with the design guidelines of the LCP for public facilities and would not exceed the maximum height limitation of 30 feet. Due to the presence of the existing Police and Fire Department buildings on-site, there are no current ocean views provided from areas directly east of the Civic Center site looking westbound.

This Alternative would not involve any improvements or change from existing conditions on the Metlox site. Aesthetic impacts in terms of obstruction of ocean views would therefore be reduced under the Civic Center Alternative because no new structures would be developed on the Metlox site. However, none of the beneficial impacts of redeveloping the former Metlox Potteries site would be realized. The Metlox site would remain vacant and fenced off and partially used as a surface parking lot.

### ***Air Quality***

Implementation of the Civic Center Only Alternative would reduce total new construction by approximately 48 percent as compared to the proposed project. As such, PM<sub>10</sub> emissions would be greatly reduced. Air quality impacts associated with the construction phase would therefore be reduced under this alternative.

Operational impacts under this alternative would also be reduced as the vehicle trip generation associated with the Metlox commercial development would not occur. As indicated in the project analysis, the vehicle trips generated by the Civic Center equate to approximately 10 percent of the overall trip generation of the project. Accordingly, air quality impacts from vehicular emissions would be reduced by approximately 90 percent for vehicular emission sources. Operational air quality impacts would thus fall below the significance thresholds as they would be greatly reduced as compared to the proposed project.

### ***Land Use***

Land use impacts resulting from the development of this alternative would be the same as that presented in the proposed project analysis for the Civic Center site. The uses proposed for the Civic Center portion of the project are consistent with the existing uses on site in which they are replacing and are consistent with the permitted uses allowed under the General Plan and zoning designations. The Public Safety Facility and the Public Library and Cultural Arts Center will be designed and constructed to a density that would not exceed the 30-foot height restriction for the PS zone. The Civic Center improvements would not exceed the maximum floor area density permitted under the LCP regulations. Therefore land use impacts would be similar to the proposed project and less than significant.

No foreseeable development would occur on the Metlox site under this alternative. The present temporary use of the parking lot on the Metlox site would continue until expiration of the existing temporary use permit. The existing approval for the parking lot use indicates that the permit is valid for a two-year period expiring in 2000, with an extension of up to two years. The resolution specifically states that: "The Use permit and Coastal Development Permit, under no circumstances, shall remain valid after April 22, 2002." Therefore the only land use action that would foreseeably occur under this alternative would be the discontinuation of the public parking lot.

### ***Public Services (Police Protection)***

Under this alternative, the existing Police and Fire Department buildings would be demolished and replaced with a two-level (one level below grade), approximately 57,000 square foot combined Public Safety Facility incorporating all administrative and operational functions of the Police and Fire

Departments. The net increase in developed floor area for these uses would be approximately 26,432 square feet. The proposed structure is intended to accommodate the spatial and modernization needs of both departments and will not involve any staffing or personnel increases. As documented in the Public Facility Fact Sheets, the existing Police and Fire Department facilities are currently operating with a number of physical and operational shortcomings that negatively affect their ability to serve the public.<sup>42</sup> (See the environmental setting discussion of Section V.D. Public Services). With implementation of the Civic Center Only Alternative, impacts upon police protection would be beneficial and less than significant.

### ***Risk of Upset***

Impacts associated with risk of upset and hazardous materials would be the same under the Civic Center Alternative as addressed for the Civic Center site under the proposed project. Health and environmental risks associated with ACMs, lead based paint, and PCBs would be the same under this alternative as compared to the project. These impacts, however, can be reduced to less than significant levels with implementation of mitigation measures.

The MBFD utilizes an AST, containing diesel used to fuel the department's vehicles. The AST would be removed during demolition of the existing on-site uses and replaced during project construction. Other potentially hazardous materials that may be used and/or stored on the Civic Center site include common household cleaners, solvents, paints, or lacquers. These chemicals would be removed from the structures prior to demolition and construction so as to avoid any accidental release or risk of upset from potentially hazardous substances. The associated risks of storing and or using such materials on site after construction is complete would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations. Therefore, risk of upset would be less than significant and similar to the proposed project.

### ***Transportation/Circulation***

**Traffic.** Under the Civic Center Alternative, the existing traffic and circulation patterns of the Police and Fire Departments would generally be unchanged as compared to existing conditions. As described in Section V.F. Transportation and Circulation, no additional vehicle trips are anticipated to be generated by the proposed Public Safety Facility. Because the City is essentially operating at, or close to full build out, the City does not anticipate any staffing increases for future Police or Fire Department operations. The only additional trips that would be generated under this alternative would be those

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<sup>42</sup> Source: *The City of Manhattan Beach Police Department Fact Sheet* at website; [http:// www.ci.manhattan-beach.ca.us/](http://www.ci.manhattan-beach.ca.us/).

related to the expansion of the Public Library and Cultural Arts Center. It is anticipated that the proposed Public Library and Cultural Arts Center will generate an additional 337 daily trips to the Civic Center site, with no more than 22 trips occurring within PM peak hours. Because the Library does not open until 10:00 AM, no AM peak hour trips would be generated. This increase equates to less than 10% of the project volumes. As such, impacts under this alternative would be nearly identical to that of the No Project Alternative (i.e., "Future 2005 Without Project"). Traffic impacts would be reduced under this alternative as compared to the proposed project.

**Parking.** Currently there are 220 parking spaces on the Civic Center site. With Development of this alternative, approximately 350 parking spaces will be provided at the Civic Center. Based on information provided by the City of Manhattan Beach, parking demand estimates for the Civic Center indicate a need for 306 parking spaces.<sup>43</sup> This demand would be met with a surplus of 44 additional parking spaces.

Under this alternative the temporary surface parking lot on the Metlox property would continue operating under the terms of the temporary use variance until its expiration in April 2002. At that time, a net loss of 125 parking spaces in the Downtown area would occur. Parking impacts would therefore be increased with this Alternative.

### ***Hydrology/Water Quality***

Since more than 25 additional parking spaces would be developed under this alternative, the City would be required to comply with the NPDES and recently enacted SUSMP requirements. Construction of alternative would have the potential to induce soil erosion and sedimentation during the construction process, though to a lesser extent than the proposed project. This is primarily due to the smaller project size and proportional decrease in grading operations. Impacts would be less than significant and reduced as compared to the proposed project.

### ***Noise***

Implementation of the Civic Center Alternative would reduce construction activities by approximately 48 percent as compared to the proposed project. As such, noise impacts associated with developing the site would be reduced in a similarly proportional amount. Noise impacts associated with the construction phase would therefore be less than significant and reduced under this alternative.

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<sup>43</sup> *Manhattan Beach Public Safety Review, City of Manhattan Beach and Leach Mounce Architects, July 6, 1995.*

Operational impacts under this alternative would also be reduced as the vehicle trip generation associated with the Metlox commercial development would not occur. As indicated in the project analysis, the vehicle trips associated with the Civic Center account for less than 10 percent of the overall trip generation of the project. Accordingly, noise impacts from vehicles would be reduced by a comparable amount roughly proportional to vehicle trips estimated for the Metlox development that would not occur. Noise impacts would be further reduced because of a reduction in overall site activity (pedestrian activity, outdoor restaurant activities, town center activities, etc.). Operational noise impacts would fall below the significance thresholds as they would be reduced as compared to the proposed project.



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## VII. C. METLOX DEVELOPMENT ONLY

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The “Metlox Development Only Alternative” assumes that only the commercial Metlox portion of the project would be implemented and the Civic Center site would remain “as is” with no improvements. The existing police fire and public library buildings will be maintained and will continue to operate as they are under current conditions. This alternative would include approximately 90,000 square feet including retail, restaurant, office uses, and a 40-room Bed and Breakfast lodging component. The preliminary design envisions one- and two-story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square. A summary of this Metlox Alternative scenario is provided in Table 32 on page 208.

Approximately 36,686 square feet of the Metlox area is proposed to be developed as public open space. Such space will include the Town Square, paseos and a sculpture garden. The Town Square will include a Lookout Tower element, to offer public views of the pier, beach, ocean and other local landmarks in the Downtown area. An additional 3,898 square feet of open space is proposed as a garden area for the proposed bed and breakfast inn.

An important aspect of the proposed project is to provide a pedestrian linkage between the Metlox Development and the Civic Center. This aspect of the proposed project would still occur under this alternative, though to a lesser extent than the proposed project. Similar to the project, pedestrian circulation around the site will be provided by sidewalks located contiguous to the perimeter streets (Valley Drive, Manhattan Beach Boulevard, Morningside Drive and 13th Street). The extension of pedestrian paseos, plazas and courtyards, however, would be limited to the Metlox site and would join the Civic Center at its southernmost parking lot.

### **Environmental Impacts**

#### ***Aesthetics***

Views under the Metlox Only Alternative would generally be the same as presented in the project analysis addressing the Metlox site. Existing views that would be partially or completely effected by the Metlox Development are identified in Section V.A. Aesthetics as Existing Views 1 through 7 and Existing Views 17 through 22. As discussed in the project analysis, development of the Metlox site would, for the most part, reflect a positive change in the existing visual environment. Views of the Civic Center site (i.e., Existing Views 8 through 16) would remain unchanged as no new development would occur on that site. The design plans for the Metlox commercial structures appear to

**Table 32**  
**Metlox Development Only Alternative**

<b>Proposed Uses</b>	<b>Proposed Development (sq. ft.)</b>
Restaurants	6,400
Retail (misc.)	18,500
Bakery	2,168
Nursery Garden Store	2,500
Commercial Office	26,411
Day Spa	3,000
Bed and Breakfast Inn (+/-40 rooms)	30,780
<b>Total</b>	<b>89,759</b>

be substantially consistent with the design guidelines of the LCP for the Downtown Commercial District. With the exception of the Lookout Tower, the structures would not exceed the maximum height limitation of 30 feet. Impacts associated with obstruction of views would be the same under this alternative as the only view identified as having a partial view obstruction of ocean views was View No. 4, which looks directly over the Metlox Site in the vicinity of the proposed Lookout Tower. However, only a portion of this view is expected to be obstructed and a partial ocean view would still remain. View impacts under this alternative would be less than significant, and generally similar to the proposed project.

#### ***Air Quality***

Air quality impacts under this alternative would be generally similar to the proposed project impacts. Implementation of the Metlox Development Only Alternative would reduce total new construction by approximately 52 percent as compared to the proposed project. As such, PM<sub>10</sub> emissions would be greatly reduced. Air quality impacts associated with the construction phase would therefore be reduced under this alternative. Since construction impacts would be further reduced as compared to the proposed project, air quality impacts would be less than significant.

Operational impacts under this alternative would be slightly reduced as the additional vehicle trip generation associated with the Public Library and Cultural Arts Center would not occur. As indicated in the project analysis, the vehicle trips associated with the Civic Center equates to approximately 10 percent of the overall trip generation of the project. Accordingly, air quality impacts from vehicular emissions would be reduced by approximately 10 percent for vehicular emission sources. Operational

air quality impacts would thus fall below the significance thresholds as they would be reduced as compared to the proposed project.

### ***Land Use***

Land use impacts resulting from the development of this alternative would be the same as that presented in the proposed project analysis for the Metlox site. The uses proposed for the Metlox site are consistent with the permitted uses allowed under the General Plan and zoning designations. The commercial structures would be designed and constructed to a density that would not exceed the allowable FAR or the 30-foot height restriction for the CD zone. Therefore land use impacts would be similar to the proposed project and less than significant.

### ***Public Services (Police Protection)***

Under this Alternative, no improvements to the Civic Center would occur. The existing Police and Fire Department buildings would continue operating under their current conditions. As documented in the City's Public Facility Fact Sheets, the existing Police and Fire Department facilities are currently operating with a number of physical and operational shortcomings that negatively affect their ability to serve the public.<sup>44</sup> (See the environmental setting discussion of Section D. Public Services/Police Protection). Since the City has identified deficiencies with both Fire and Police Department buildings, the continued operation of Police and Fire Department services without any improvements to the existing facilities would have a negative impact upon Public Services, as compared to what would occur with the Civic Center improvements proposed with the project. With selection of the No Project Alternative, none of the benefits of the proposed Public Safety Facility would be realized.

The demands for police services under this Alternative would be the same under this alternative as the proposed project because the Metlox development would be implemented in either scenario. There would still be a police presence on site since the Police Department would continue operations within the Civic Center. Such impacts would be identical to those identified for the proposed project.

### ***Risk of Upset***

Impacts associated with risk of upset and hazardous materials would be the same under this alternative as addressed for the Metlox site under the proposed project. Potential impacts associated with releasing ACMs, lead based paint, or PCBs during demolition activities would be avoided as none of the Civic

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<sup>44</sup> Source: The City of Manhattan Beach Police Department Fact Sheet at website; <http://www.ci.manhattan-beach.ca.us/>.

Center buildings would be demolished. The only potentially hazardous materials that may be used and/or stored on the Metlox site would include common household cleaners, solvents, paints, or lacquers. These chemicals would be removed from the structures prior to demolition and construction so as to avoid any accidental release or risk of upset from potentially hazardous substances. The associated risks of storing and or using such materials on site after construction is complete would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations. Therefore, risk of upset would be less than significant and similar to the proposed project.

### ***Transportation/Circulation***

**Traffic.** Under the Metlox Only Alternative, the resulting traffic volumes would be generally the same as proposed for the project. No additional vehicle trips associated with the Library component would be generated. As indicated previously, the vehicle trips associated with the Library and Cultural Arts Center constitute roughly 10 percent of the total traffic volumes of the project. This would equate to slightly decreased traffic impacts under this alternative.

**Parking.** Currently there are 220 parking spaces on the Civic Center site. With Development of this alternative, approximately 212 additional parking spaces will be provided at the Metlox site. Based on a shared parking demand analysis the 212 spaces for the project would be adequate. However, according to information provided by the City of Manhattan Beach, parking demand estimates for the Civic Center indicate a need for 306 parking spaces.<sup>45</sup> This demand would not be met and no surplus parking would be provided. Parking impacts would be increased under this alternative. However, because the Metlox project will provide adequate parking based on a shared parking demand analysis, impacts would be less than significant.

### ***Hydrology/Water Quality***

Construction of this alternative would have the potential to induce soil erosion and sedimentation processes during the construction period, though to a lesser extent than the proposed project. This is primarily due to the smaller construction area involved and proportional decrease in grading operations. However, operational impacts would result in a higher levels of oil and grease contaminants entering the storm drain system, and eventually the Pacific Ocean. Under this alternative a total of 220 parking spaces would remain in surface parking lots on the Civic Center site. As compared to the proposed project, which would provide only 147 surface parking spaces, more vehicles would be exposed to

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<sup>45</sup> *Manhattan Beach Public Safety Review, City of Manhattan Beach and Leach Mounce Architects, July 6, 1995.*

stormwater, thus contributing to water quality degradation via surface water runoff. Water quality impacts would be increased as compared to the proposed project.

### **Noise**

Implementation of the Metlox Alternative would reduce total new construction (as compared to the proposed project) by approximately 52 percent. As such, noise impacts associated with developing the site would be reduced in a similarly proportional amount. Noise impacts associated with the construction phase would therefore be less than significant and reduced under this alternative. This alternative would still result in unavoidable significant construction noise impacts because of the close proximity of sensitive residential land uses.

Operational impacts under this alternative would be reduced to some extent as the vehicle trip generation associated with the Library component would not occur. As indicated in the project analysis, the vehicle trips associated with the Civic Center account for approximately 10 percent of the overall trip generation of the project. Accordingly, noise impacts from vehicles would be slightly reduced. However, this decrease would not be perceptible. Nuisance noise impacts would also be reduced because of a reduction in on-site activities associated with integration of the Civic Center site. Operational noise impacts would be below the significance thresholds as they would be reduced as compared to the proposed project.

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## VII. D. REDUCED DENSITY ALTERNATIVE

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Under the Reduced Density Alternative, the Civic Center is proposed as defined for the proposed project. The Metlox Development, however, will be developed at a reduced density not to exceed 60,000 square feet. In addition, the proposed alternative is envisioned with surface parking only, with the subterranean parking garage being removed from the concept. With a 60,000 square foot commercial development occurring on the Metlox site, the code required parking would be met with a surface parking lot. The Reduced Density Metlox development would consist of a similar mixed-use commercial development with surface parking. As depicted in Table 33 on page 213, the total floor area proposed for this alternative would be approximately 60,000 square feet including retail, restaurant, and office uses, and a 40-room lodging component. The alternative design would include one- and two-story buildings oriented around the streets, outdoor plazas (paseos) and a Town Square. Some of the identified feature elements of the proposal include a Gateway Plaza, a Town Square, a Lookout Tower, outdoor dining and a bed and breakfast style inn. Similar to the proposed project, the desired tenant mix will be comprised of both independent retailers and restaurants, and several high quality credit tenants. Pedestrian circulation around the site will be provided by sidewalks located contiguous to the perimeter streets (Valley Drive, Manhattan Beach Boulevard, Morningside Drive and 13th Street).

### **Environmental Impacts**

#### ***Aesthetics***

Views under the Reduced Density Alternative would generally be the same as presented in the project analysis addressing the Metlox site. Impacts to existing views of the Civic Center Site would be similar to the proposed project (i.e., Existing Views 8 through 16). Existing views that would be partially or completely effected by the Metlox Development are identified in Section V.A. Aesthetics as Existing Views 1 through 7 and Existing Views 17 through 22. The Metlox component of the project under this alternative represents approximately 66 percent of the commercial development proposed under the project. With a development of this size it would not be feasible to construct an underground parking structure. In that regard, all parking for this alternative will be provided in surface parking lot areas. As such, architectural revisions would be required to accommodate the parking areas and the proposed structures. As discussed in the project analysis, development of the Metlox Site would, for the most part, reflect a positive change in the existing visual character of the area. Views of the Civic Center site would remain unchanged as no new development would occur on that site. The design plans for the Metlox commercial structures appear to be substantially consistent with the design guidelines of the

**Table 33**  
**Reduced Density Alternative**

<b>Proposed Uses</b>	<b>Existing Development (sq. ft.)</b>	<b>Proposed Development (sq. ft.)</b>	<b>Net Increase (sq. ft.)</b>
<b>Civic Center Site</b>			
Fire Department	10,568	57,000 (combined)	26,432
Police Department	20,000		
Public Library	12,100	30,000	17,900
Cultural Arts Center	0	10,000	10,000
<b>Sub-Total</b>	<b>42,668</b>	<b>97,000</b>	<b>54,332</b>
<b>Metlox Reduced Density Development</b>			
Restaurants	N/A	6,400	6,400
Retail (misc.)	N/A	5,000	5,000
Nursery Garden Store	N/A	2,300	2,300
Commercial Office	N/A	7,500	7,500
Day Spa	N/A	3,000	3,000
Inn (+/-40 rooms)	N/A	33,280	33,280
<b>Sub-Total</b>		<b>57,480</b>	<b>57,480</b>
<b>TOTAL</b>			<b>111,812</b>

LCP for the Downtown Commercial District. With the exception of the Lookout Tower, structures would not exceed the maximum height limitation of 30 feet. View impacts under this alternative would be less than significant, and generally similar to the proposed project.

### ***Air Quality***

The Reduced Density Alternative will reduce development on the Metlox site by approximately 32,279 square feet (i.e., approximately 36 percent). Implementation of this alternative would therefore reduce construction activities by approximately 23 percent as compared to the proposed project. As such, PM<sub>10</sub> emissions would be proportionally reduced. Construction-related air quality impacts would be less than significant and reduced as compared to the proposed project.

**Table 34**  
**Daily Operation Emissions – Reduced Density Alternative<sup>1</sup>**

Project	Daily Trips	Pollutant			
		CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Proposed Project	3,442	195	22	39	22
Reduced Density Alternative	2,204	125	15	25	14
<b>SCAQMD Threshold</b>		<b>550</b>	<b>55</b>	<b>55</b>	<b>150</b>
<b>Exceed Threshold?</b>		<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Daily emissions are expressed in pounds per day. Source: Terry A. Hayes Associates, URBEMIS 7G Output results, October 2000.					

Operational air quality impacts under this alternative would also be reduced as compared to the proposed project. Approximately 2,204 vehicular trips would be generated under this alternative; a reduction of about 1,238 trips from the proposed project. Air quality emissions for this alternative were calculated by Terry A. Hayes Associates using URBEMIS 7G Output software. As shown in Table 34, above, daily operational emissions would be reduced as compared to the proposed project and less than significant for all criteria pollutant categories.

#### ***Land Use***

The reduced density alternative would have similar land use impacts as compared to the proposed project. No improvements or changes in land uses would occur at the Civic Center Site. Similar to the proposed project, the Reduced Metlox development would be substantially consistent with the City of Manhattan Beach General Plan and LCP Guidelines. While this alternative would be developed at a smaller scale, in terms of land use consistency and compatibility with existing uses, impacts would generally be the same as the proposed project.

#### ***Public Services (Police Protection)***

Similar to the proposed project, this alternative would include the construction of the Public Safety Facility. Therefore, the beneficial impacts of the Civic Center improvements would still occur. In terms of increased demands on police services, this alternative would have reduced impacts as compared to the proposed project. Because this alternative does not provide for any subterranean parking, security concerns associated with limited public visibility within the parking garage(s) would



be avoided. In addition, this alternative would generate less people to the site, which would act to reduce demands on police services to some extent. This alternative would have less than significant impacts upon police protection services and would be reduced as compared to the proposed project.

### ***Risk of Upset***

Impacts associated with hazardous materials and risk of upset would be the same under this alternative as compared to the proposed project. Potential impacts associated with releasing ACMs, lead based paint, or PCBs would be similar to the proposed project as the Civic Center buildings would be demolished and reconstructed under this alternative. The Metlox development will include the same type of land uses as proposed with the project. As such, the only potentially hazardous materials that may be used and/or stored on the Metlox site would include common household cleaners, solvents, paints, or lacquers. These chemicals would be removed from the structures prior to demolition and construction so as to avoid any accidental release or risk of upset from potentially hazardous substances. The associated risks of storing and or using such materials on site after construction is complete would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations. Therefore, risk of upset would be less than significant and similar to the proposed project.

### ***Transportation/Circulation***

As concluded in the Project Traffic Study, prepared by Crain & Associates, the Reduced Density Alternative would generate 2,204 net new weekday trips, with 47 inbound trips and 30 outbound trips during the AM peak hours, and 117 inbound and 164 outbound trips during the PM peak hours. During weekends, this alternative would generate an additional 2,360 daily trips, with approximately 136 inbound and 127 outbound trips during Saturday and Sunday peak hours. Based on these figures, it is anticipated that the Reduced Density Alternative would result in significant impacts at the following two intersections:

- Highland Avenue and 13<sup>th</sup> Street (Winter PM peak hour)
- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (Summer weekdays AM & PM peak hours)

Evaluation of mitigation measures for these intersections was performed to determine their effectiveness. The following mitigation measures are recommended to reduce traffic impacts associated with the Reduced Density Alternative:

- Highland Avenue & 13<sup>th</sup> Street -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13<sup>th</sup> Street to a one-way eastbound scheme is another option.
- Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.

After implementation of feasible mitigation improvements, a significant traffic impact is expected to remain at the following one intersection:

- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (Summer weekdays, PM peak hour).

As compared to the project, which may result in significant unavoidable impacts this intersection as well as at Highland Avenue and Manhattan Beach Boulevard during the summer weekends (Sundays), the Reduced Density Alternative would avoid significant impacts at one intersection during summer weekends. Significant traffic impacts would be reduced, but not avoided under this alternative. A summary of traffic impacts under this alternative is provided in Table 39 on page 230.

**Parking.** As indicated previously, the Reduced Density Alternative will provide parking based on a shared parking demand analysis in a surface parking lot. Because of the reduction to the size of this project, the construction of a subterranean parking garage would not be feasible on the Metlox site. Parking under the Civic Center site would be provided as proposed under the project. Under this scenario, parking availability on the Civic Center site would be the same as the proposed project with a surplus of 44 spaces based on the City's 1995 shared parking demand for the Public Safety Facility. Using the shared parking demand methodology for the Reduced density Metlox development, the parking demand generated by this alternative would be proportionally reduced as compared to the proposed project. The project analysis estimates a peak demand of 528 parking spaces, with 306 being attributable to the Civic Center, and 222 attributable to the Metlox development. A 40 percent reduction to the Metlox parking demand would result in a total site demand of 439, with 133 attributable to the Metlox uses. With 350 parking spaces provided on the Civic Center site, the Reduced Density Alternative would need to provide approximately 89 parking spaces in a surface parking lot.

Table 35  
Critical Movement Analysis Summary – Reduced Density Alternative

Intersection	Peak Hour	Without Alternative		With Reduced Density Alternative			With Reduced Density Alternative Plus Mitigation		
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
Reduced Density Alternative – Winter Weekdays									
Highland Ave &13 <sup>th</sup> Street	AM	0.864	D	0.870	D	0.006	0.696	B	-0.168
	PM	0.976	E	1.013	F	0.037*	0.811	D	-0.165
Manhattan Beach Blvd & Valley Dr. Ardmore Ave.	AM	0.703	C	0.711	C	0.008	0.671	B	-0.032
	PM	0.559	A	0.625	B	0.066	0.596	A	0.037
Reduced Density Alternative – Summer Weekdays									
Highland Ave &13 <sup>th</sup> Street	AM	0.760	C	0.766	C	0.006	0.613	B	-0.147
	PM	0.769	C	0.807	D	0.038	0.645	B	-0.124
Manhattan Beach Blvd & Valley Dr. Ardmore Ave.	AM	0.973	E	1.029	F	0.056*	0.929	E	-0.044
	PM	1.003	F	1.041	F	0.038*	1.041	F	0.038*
Reduced Density Alternative – Summer Weekends									
Highland Ave &13 <sup>th</sup> Street	SAT	0.770	C	0.802	D	0.032	0.642	B	-0.128
	SUN	0.707	C	0.739	C	0.032	0.591	B	-0.116
Manhattan Beach Blvd & Valley Dr. Ardmore Ave.	SAT	0.706	C	0.841	D	0.135	0.743	C	0.037
	SUN	0.836	D	0.899	D	0.063	0.878	D	0.042
* denotes significant impact.									
Source: Crain & Associates, September 2000.									

\* denotes significant impact.

Source: Crain &amp; Associates, September 2000.

### ***Hydrology/Water Quality***

In terms of surface water runoff, hydrological impacts would generally be the same under this alternative as it would involve the same amount of impervious surface area. Because water quality impacts are generally tied to urban pollutants associated with surface parking lots, impacts would be roughly proportional to any changes in surface parking area. This alternative would result in a total of 236 surface parking spaces; 147 on the Civic Center lot and 89 on the Metlox property. Similar to the proposed project this would be a reduction in surface parking area, and a beneficial impact to water quality would result. Impacts would be less than significant and similar to the proposed project.

### ***Noise***

Construction noise for this alternative would be generally the same as the proposed project. Although less construction will be required, noise levels generated by construction activities would be the same under either scenario. Similar to the proposed project, unavoidable significant noise impacts would occur on a temporary basis throughout the duration of the project construction phase.

Noise sources for this alternative would be identical to those identified for the proposed project. Any difference in noise impacts during the operational phase would be closely tied to differences in traffic volumes on the surrounding roadways. As previously stated, this alternative would generate slightly fewer traffic impacts than the proposed project. Therefore, operational noise impacts associated with increased traffic volumes would be less than significant and reduced as compared to the proposed project.

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## VII. E. INCREASED PARKING ALTERNATIVE

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The Increased Parking Alternative would include the proposed project exactly as proposed under the proposed project, for both the Civic Center and Metlox components, with an additional level of subterranean parking provided beneath the Metlox project site.

Under the proposed project, the Metlox site is anticipated to include the parking to meet demands based on a shared parking demand analysis. With the exception of approximately 20 on-street parking spaces that will be provided by making 13<sup>th</sup> Street a through street between Morningside Drive and Valley Drive, all of the Metlox parking will be provided in a subterranean parking garage. Based on shared parking demand calculations presented in the project Traffic Study, it is estimated that the combined Civic Center and Metlox development uses will have a peak demand of 528 parking spaces at any one time. The project currently proposes 562 spaces between the two developments, with 212 occurring on the Metlox property. Under this alternative, a second level of subterranean parking would be proposed under the Metlox site. As such, it is estimated that the total parking supplied on the Metlox site would be doubled, creating approximately 424 parking spaces on the Metlox Site alone. Altogether, a total of 774 parking spaces would be provided between the Civic Center and Metlox projects. Access driveways to the public parking garage will remain as proposed under the project with access driveways at Morningside Drive and Valley Drive. Roadway configurations and traffic patterns would also be altered as proposed under the project.

### **Environmental Impacts**

#### ***Aesthetics***

Impacts to views and aesthetics would be the same under this alternative as compared to the proposed project. The only change this alternative provides is a second level of subterranean parking, which would not affect the visual character of the project site from the street level.

#### ***Air Quality***

Constructing a second level of subterranean parking would require additional grading and excavation activities. In addition to moving greater volumes of soil, this alternative would likely increase the duration of the construction period. As such, air quality impacts associated with construction activities would be increased. As indicated in the project analysis, construction impacts are anticipated generate PM10 emissions at a rate of 344 ppd. This amount would exceed the significance criteria thresholds of 150 ppm, resulting in significant PM10 impacts prior to mitigation. Implementation of mitigation measures, however, would substantially reduce PM10 emissions below significance levels to a level of

99 ppd. It is anticipated that this alternative would increase PM10 emissions, though not to a level that would remain significant after proper implementation of recommended mitigation measures. Assuming the same mitigation measures are applied, a doubling in PM10 levels after mitigation (i.e., PM10 emissions at 198 ppd) would exceed threshold levels and would result in a significant unavoidable air quality impact. Therefore, although PM10 impacts would be increased, impacts would still be less than significant.

### ***Land Use***

In terms of land use compatibility, consistency with the General Plan Land use designations, and FAR requirements, land use impacts would generally be the same under this alternative as compared to the proposed project.

### ***Public Safety (Police Protection)***

Demands for police protection are anticipated to be increased under this alternative for reasons primarily associated with increased on-site parking. An increase in parking availability will likely attract additional visitors to the project site. The project analysis identified the parking garage as a concern for public safety. Accordingly, this impact will be increased with a second level of subterranean parking because, (1) more cars will be accessing the subterranean garage levels, and (2) there would be a larger area of public space with limited public visibility. Although concerns for public safety and associated demands upon police protection will be increased, these impacts can be mitigated to less than significant levels with implementation of the project mitigation measures. Impacts would be less than significant, but increased as compared to the proposed project.

***Risk of Upset.*** Impacts associated with potentially hazardous materials and risk of upset would be less than significant as they would be the same under this alternative as they would for the proposed project.

### ***Transportation and Circulation***

**Traffic.** In terms of trip generation, traffic volumes generated by this alternative would likely be greater than the proposed project. While this alternative provides for the same size and type of development as the project, the availability of additional parking would attract additional visitors to the project site and Downtown Business District. It would be expected that visitors to the Downtown Business District and the Beach areas would utilize the parking structure. As such, this alternative would generate additional regional trips from areas outside the general project vicinity, which is inconsistent with the project objectives. Impacts associated with traffic congestion on local roadways would thus be increased when compared to the proposed project. This alternative would likely increase the occurrence of unavoidable significant traffic impacts on nearby roadways.

**Parking.** It is expected that this alternative would provide a total of 350 parking spaces on the Civic Center Site (the same number proposed for the project) and 424 parking spaces on the Metlox site. A total of 774 parking spaces would be provided between the Civic Center and Metlox developments under this alternative. As indicated in Section V.F. Transportation and Circulation, the Code-required parking would be 628 parking spaces for the two development combined. This alternative would meet the code requirements and would provide surplus parking for the Downtown Business District.

### ***Hydrology/Water Quality***

Hydrology and water quality impacts would generally be the same under this alternative as estimated for the proposed project. Although increased vehicle trips are anticipated to be generated by the availability of surplus parking, such parking would be provided below grade and would not be subject to surface water runoff during storm events. No additional cars will be exposed to surface water runoff and impacts would be similar to the project.

### ***Noise***

Construction noise impacts under this alternative would be increased as a function of additional grading and excavation activities associated with constructing a larger subterranean parking garage. Construction noise would be generated on a temporary basis, though for a longer time period than estimated for the proposed project. This alternative would result in significant unavoidable noise impacts during the construction phase and impacts would be increased as compared to the proposed project.

Sources of noise for this alternative would be identical to those identified for the proposed project. Any difference in noise impacts during the operational phase would be closely tied to differences in traffic volumes on the surrounding roadways. As this alternative is anticipated to generate more traffic than the proposed project, the resulting noise impacts would be increased. Project traffic levels are anticipated to increase ambient CNEL noise levels by 1dBA. A doubling of traffic volumes are generally needed to increase noise levels to perceptible levels (i.e., a 3dBA is the lowest decibel increase noticeable to the human ear under general conditions). While this alternative will likely increase traffic congestion, it is not expected to double the projected traffic volumes estimated for the proposed project. Therefore, noise increases under this alternative would be similar to the proposed project and are not expected to be significant.

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## VII. F. ALTERNATIVE MIXED-USE METLOX DEVELOPMENT

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Under the Alternative Mixed Use Metlox Development, the Civic Center is proposed as defined for the proposed project and the Metlox development is proposed with an alternative mix of commercial uses. The floor area proposed under this alternative would be substantially similar to the proposed project (i.e., approximately 90,000 square feet). Generally, the difference in uses for this alternative involves an increase in commercial office space and a decrease in the amount of retail space as compared to the proposed project. The size and type of restaurant uses are similar to the proposed project. The alternative mix of commercial land uses is provided in Table 36 on page 223.

Access under this alternative would be the same as proposed under the project. Access to public parking will be provided via 15<sup>th</sup> Street and one location off of Valley Drive. The public driveway at 15<sup>th</sup> Street, adjacent to the City Hall Building, will provide access to surface parking, as well as access to below grade parking via a driveway ramp located within the interior of the surface parking lot. An additional subterranean parking driveway will be provided on 15<sup>th</sup> Street adjacent to the proposed Public Safety Facility for secured parking. The subterranean level will provide 116 secure parking spaces for Police/Fire functions and 87 spaces for Civic Center public and staff. The on-grade parking provides 61 secure spaces for Police/Fire and 86 spaces for Civic Center public and staff parking. The total number of spaces provided for the Civic Center is 350 (203 subterranean and 147 on-grade).

Similar to the proposed project, this Alternative will provide parking based on a shared use parking demand analysis. Parking will be provided by a subterranean parking garage as well as surface parking. It is estimated that a total of 212 spaces will be required. Access driveways to the parking garage will be provided via Morningside Drive and Valley Drive. Service and delivery vehicles will be able to access the site from Valley Drive, 13<sup>th</sup> Street, and Morningside Drive. Morningside Drive between Manhattan Beach Boulevard and 13<sup>th</sup> Street is proposed to be restricted to a one-way street to allow for northward bound traffic only to alleviate congestion at the intersection of Morningside Drive and Manhattan Beach Boulevard.

This Alternative would include a proposal to create a two-way thoroughfare on Valley Drive between 15<sup>th</sup> Street and 13<sup>th</sup> Street to alleviate congestion at the intersection of Valley Drive and Manhattan Beach Boulevard. Valley Drive currently provides two southbound only lanes in this vicinity. The project also includes the extension of 13th Street for vehicular traffic to provide through vehicular access from Highland Avenue to Valley Drive. This extension will include approximately 20 on-street parking spaces.



**Table 36**  
**Alternative Mixed-Use Metlox Development**

<b>Proposed Uses</b>	<b>Existing Development (sq. ft.)</b>	<b>Proposed Development (sq. ft.)</b>	<b>Net Increase (sq. ft.)</b>
<b>Civic Center Site</b>			
Fire Department	10,568	57,000 (combined)	26,432
Police Department	20,000		
Public Library	12,100	30,000	17,900
Cultural Arts Center	0	10,000	10,000
<b>Sub-Total</b>	<b>42,668</b>	<b>97,000</b>	<b>54,332</b>
<b>Metlox Development - Alternative Mixed Uses</b>			
Restaurants	N/A	6,400	6,400
Retail (misc.)	N/A	15,900	15,900
Commercial Office	N/A	31,420	31,420
Day Spa	N/A	3,000	3,000
Inn (+/-40 rooms)	N/A	33,280	33,280
<b>Sub-Total</b>		<b>90,000</b>	<b>90,000</b>
<b>TOTAL</b>			<b>144,332</b>

## **Environmental Impacts**

### ***Aesthetics***

The aesthetic characteristics of the proposed Metlox development are not expected to change under this alternative. The design features will still include one and two-story block style commercial structures centered around paseos and a Town Square. All of the building structures would remain as proposed under the project. All of the architectural features will be identical to the proposed project. However, commercial office space will be present in greater quantity and will occupy some ground level areas. The height and density of this alternative would be exactly the same as proposed under the proposed project. As such, impacts upon existing views would be less than significant and the same as the proposed project.

### ***Air Quality***

Air quality impacts are closely related to the amount and duration of the construction activities involved and vehicular traffic volumes. Since the size and scale of this alternative is similar to that proposed for the proposed project, construction impacts would be the same under either development scenario. Similar to the project impacts, air quality impacts would exceed threshold levels for PM10 emissions. Implementation of dust abatement methods such as watering the project site and ceasing grading activities during periods of high winds would be successful in reducing PM10 emissions to levels below the significance criteria. As such, no significant air quality impacts would occur under this alternative.

Operational air quality emissions are closely tied to vehicular traffic levels. As indicated in the project traffic study, the Mixed Use Metlox Development Alternative would result in a total of 3,122 net new weekday trips. Using URBEMIS7G modeling software, increased air pollutant emissions resulting from the Mixed-Use Alternative were determined. As presented in **Error! Reference source not found.** on page **Error! Bookmark not defined.**, air quality impact for this alternative would be less than the proposed project and below significance criteria levels. This alternative would result in air quality impacts that are less than significant and slightly reduced to the proposed project.

### ***Land Use***

The Alternative Mixed-Use Metlox Development Alternative would have similar land use impacts as compared to the proposed project. Similar to the proposed project, this alternative development would be substantially consistent with the City of Manhattan Beach General Plan and LCP Guidelines. In terms of land use consistency and compatibility with existing uses, impacts would generally be the same as the proposed project. Land use entitlements would still be in the form of a Development Agreement or a Master Use Permit. Land use impacts would be less than significant and the same as the proposed project.

### ***Public Services (Police Protection)***

Similar to the proposed project, this alternative would include the construction of the Public Safety Facility. Therefore, the beneficial impacts of the Civic Center improvements would still occur. In terms of increased demands on police services, this alternative would have generally the same impacts on police services as compared to the proposed project. The configuration of the site plan with subterranean parking would be similar to the proposed project. This alternative would generate slightly fewer people to the site, which would act to reduce demands on police services to some extent. This alternative would have less than significant impacts upon police protection services and would be reduced as compared to the proposed project.

**Table 37**  
**Daily Operational Emissions – Alternative Mixed Use Metlox Development <sup>1</sup>**

Project	Daily Trips	Pollutant			
		CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Proposed Project	3,442	195	22	39	22
Mixed-Use Alternative	3,122	177	20	35	20
<b>SCAQMD Threshold</b>		<b>550</b>	<b>55</b>	<b>55</b>	<b>150</b>
<b>Exceed Threshold?</b>		<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Daily emissions are expressed in pounds per day. Source: Terry A. Hayes Associates, URBEMIS 7G Output results, October 2000.					

### ***Risk of Upset***

Impacts associated with hazardous materials and risk of upset would be the same under this alternative as compared to the proposed project. Potential impacts associated with releasing ACMs, lead based paint, or PCBs would be similar to the proposed project as the Civic Center buildings would be demolished and reconstructed under this alternative. The Metlox development will include the same type of land uses as proposed with the project. As such, the only potentially hazardous materials that may be used and/or stored on the Metlox site would include common household cleaners, solvents, paints, or lacquers. These chemicals would be removed from the structures prior to demolition and construction so as to avoid any accidental release or risk of upset from potentially hazardous substances. The associated risks of storing and or using such materials on site after construction is complete would be adequately reduced to acceptable levels of safety via continued compliance with federal, state and local regulations. Therefore, risk of upset would be less than significant and similar to the proposed project.

### ***Transportation/Circulation***

The Mixed Use Alternative would result in 3,122 net new weekday trips, with 100 inbound and 41 outbound trips occurring during the AM peak hour, and 145 inbound and 212 outbound trips during the PM peak hours. During weekends, the project would generate an additional 3,164 daily trips, with approximately 178 inbound and 166 outbound trips during Saturday and Sunday peak hours. This Alternative would result in significant traffic impacts at the following 3 intersections:

- Highland Avenue and 13<sup>th</sup> Street (Winter PM peak hour)
- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (Summer AM & PM peak hours and Summer Sunday peak hours)
- Manhattan Beach Boulevard and Sepulveda Boulevard (Winter PM peak hour and Summer Sunday peak hours)

Evaluation of mitigation measures for these intersections was performed to determine their effectiveness. The following mitigation measures are recommended to reduce traffic impacts associated with the Alternative Mixed Use Metlox Alternative:

- Highland Avenue & 13<sup>th</sup> Street -Install a two-phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as this restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13<sup>th</sup> Street to a one-way eastbound scheme is another option.
- Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. -Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.
- Manhattan Beach Blvd. & Sepulveda Blvd. -Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.

After implementation of feasible mitigation improvements, a significant traffic impact could remain at the following one intersection

- Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue (Summer Weekdays PM peak hour).

As compared to the project, which may result in significant unavoidable impacts this intersection as well as at Highland Avenue and Manhattan Beach Boulevard during the summer weekends (Sundays), the Mixed Use Alternative would have slightly fewer impacts. However, a significant unavoidable traffic impact would still occur with this alternative. A summary of traffic impacts under this Alternative is provided in Table 38 on page 227.

**Table 38**  
**Critical Movement Analysis Summary – Alternative Mixed Use Metlox Alternative**

Intersection	Peak Hour	Without Alternative		With Mixed Use Alternative			With Mixed Use Alternative Plus Mitigation			
		CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	
Alternative Mixed Use Metlox Alternative – Winter Weekdays										
Highland Ave & 13 <sup>th</sup> Street	AM	0.864	D	0.873	D	0.009	0.699	B	-0.165	
	PM	0.976	E	1.026	F	0.050*	0.821	D	-0.155	
Manhattan Beach Blvd & Valley Dr. Ardmore Ave.	AM	0.703	C	0.715	C	0.012	0.673	B	-0.030	
	PM	0.559	A	0.644	B	0.085	0.606	B	0.047	
Manhattan Beach Blvd & Sepulveda	AM	1.169	F	1.172	F	0.003	1.172	F	0.003	
	PM	0.029	F	1.049	F	0.020*	1.023	F	-0.006	
Alternative Mixed Use Metlox Alternative – Summer Weekdays										
Highland Ave & 13 <sup>th</sup> Street	AM	0.760	C	0.769	C	0.009	0.615	B	-0.145	
	PM	0.769	C	0.819	D	0.050	0.655	B	-0.114	
Manhattan Beach Blvd & Valley Dr. Ardmore Ave.	AM	0.973	E	1.039	F	0.066*	0.938	E	-0.035	
	PM	1.003	F	1.051	F	0.048*	1.051	F	0.048*	
Manhattan Beach Blvd & Sepulveda	AM	1.538	F	1.545	F	0.007	1.455	F	-0.083	
	PM	1.741	F	1.757	F	0.016	1.620	F	-0.012	
Alternative Mixed Use Metlox Alternative – Summer Weekends										
Highland Ave & 13 <sup>th</sup> Street	SAT	0.770	C	0.813	D	0.043	0.651	B	-0.119	
	SUN	0.707	C	0.750	C	0.043	0.600	B	-0.107	
Manhattan Beach Blvd & Valley Dr. Ardmore Ave.	SAT	0.706	C	0.862	D	0.156	0.759	C	0.053	
	SUN	0.836	D	0.919	E	0.083*	0.890	D	0.054	
Manhattan Beach Blvd & Sepulveda	SAT	1.094	F	1.113	F	0.019	0.969	E	-0.125	
	SUN	1.104	F	1.124	F	0.020*	0.960	E	-0.144	
* denotes significant impact. Source: Crain & Associates, September 2000.										

\* denotes significant impact.

Source: Crain &amp; Associates, September 2000.

### ***Hydrology/Water Quality***

Water quality and hydrology impacts would be the same as the proposed project with implementation of this alternative. Both project scenarios involve developments of the same scale and would affect surface water runoff patterns the same. All pervious surface are that currently exists on-site would be converted to impervious area and would result in slight increase in surface water runoff. As stated for the proposed project, this increase could be accommodated by the existing storm water infrastructure. Under this alternative, water quality would also be affected in roughly the same manner as the project because the proposed uses are the same. The only differences to the mix of uses involves a redistribution of retail and commercial office space, neither of which contribute to waste water discharge. As such, hydrology and water quality impacts would be the same under this alternative as compared to the proposed project.

### ***Noise***

This alternative would require the same degree of construction activities as the proposed project because both developments would be constructed at the same size and scale. As such, construction noise for this alternative would be the same as the proposed project. Unavoidable significant noise impacts would occur on a temporary basis throughout the duration of the project construction phase.

Sources of noise for this alternative would be identical to those identified for the proposed project. Any difference in noise impacts during the operational phase would be closely tied to differences in traffic volumes on the surrounding roadways. As previously stated, this alternative would generate slightly fewer traffic impacts than the proposed project. Therefore, operational noise impacts associated with increased traffic volumes would be less than significant and reduced as compared to the proposed project.

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## VII. G. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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In addition to the discussion of and comparison of environmental impacts of a proposed project and the alternatives, Section 15126.6 of the CEQA guidelines requires that an “environmentally superior” alternative be identified. The evaluation leading to the selection of the environmentally superior alternative involves consideration of the extent that the alternatives reduce the significant and unavoidable impacts of the proposed project, while not increasing the severity of the other environmental impacts analyzed in the EIR. In general, the environmentally superior alternative is the alternative which would be expected to generate the least amount of adverse impacts. Of the six alternatives analyzed in the EIR, the No Project Alternative would avoid all of the unavoidable significant impacts that would occur with development of the proposed project. On that basis, the No Project Alternative would be identified as the environmentally superior alternative. However, as provided by Section 15126.6(e)(2) of the State CEQA Guidelines, “if the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” A summary matrix comparison of impacts resulting from each of the alternatives relative to impacts identified for the proposed project is provided in Table 39 on page 230. As depicted in Table 39 the Civic Center Only Alternative is the only project alternative that would avoid any of the significant adverse impacts that were identified for the proposed project. No intersections are anticipated to be significantly impacted with development of this project alternative. Significant unavoidable construction noise impacts would still be generated under this alternative.

Although the Civic Center Alternative would avoid significant traffic impacts, this alternative fails to meet any of the project’s objectives associated with the Metlox site. Specifically, this alternative would only accomplish the project’s objective to provide a Public Safety Facility which houses and coordinates the activities of the Police and Fire Departments in one facility. This alternative would only be successful in upgrading the existing police, fire, and public library services which have become outdated and inefficient in providing the spatial and functional needs demanded by their respective services. This alternative will not meet any of the project objectives directed towards redeveloping the former Metlox Potteries site and does not provide for any integration of the two sites. Moreover, this alternative fails to integrate the Civic Center site and the Metlox site with the rest of the Downtown Commercial Business District. This alternative does not provide any solution for redeveloping the Metlox site. To this extent, the environmentally superior alternative temporarily avoids any of the environmental impacts associated with redevelopment of the Metlox site.

**Table 39**  
**Comparison of Project and Alternatives Impacts**

<b>Environmental Issues</b>	<b>Proposed Project</b>	<b>No Project</b>	<b>Civic Center Only</b>	<b>Metlox Only</b>	<b>Reduced Density</b>	<b>Increased Parking</b>	<b>Alternative Mixed Uses</b>
<b>Aesthetics</b>	LS	LS (+/-)	LS (+/-)	LS (=)	LS (=)	LS (=)	LS (=)
<b>Air Quality</b>	LS	LS (-)	LS (-)	LS (-)	LS (-)	SU (+)	LS (-)
<b>Land Use</b>	LS	LS (=)	LS (=)	LS (=)	LS (=)	LS (=)	LS (=)
<b>Public Services (Police Protection)</b>	LS	LS (+/-)	LS (-)	LS (+)	LS (-)	LS (+)	LS (-)
<b>Risk of Upset</b>	LS	LS (-)	LS (=)	LS (-)	LS (=)	LS (+)	LS (=)
<b>Transportation/Circulation</b>	SU	LS (-)	LS (-)	SU (=)	SU (-)	SU (+)	SU (-)
<b>Hydrology/Water Quality</b>	LS	LS (+)	LS (-)	LS (+)	LS (=)	LS (=)	LS (=)
<b>Noise</b>	SU	LS (-)	SU (-)	SU (-)	SU (-)	SU (+)	SU (-)
<b>Notes:</b> The alternatives evaluation assumes net impacts following implementation of project mitigation measures, as applicable. LS = A Less than Significant impact will occur. SU = A Significant Unavoidable Impact will occur. (+) = Impacts would be greater than the proposed project. (-) = Impacts would be reduced as compared to the proposed project. (+/-) = Impacts would be mixed. While some of the project's negative impacts would be reduced, other negative impacts would be created or beneficial impacts would be compromised.							



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## **VIII. A. ORGANIZATIONS AND INDIVIDUALS CONTRIBUTING TO THE EIR**

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### **PROJECT APPLICANT(S)**

#### **City of Manhattan Beach**

Community Development Department  
1400 Highland Avenue  
Manhattan Beach, CA 90266

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## **OTHER CITY OF MANHATTAN BEACH DEPARTMENTS**

City of Manhattan Beach Fire Department

Ken Shuck, Battalion Chief, Operations

City of Manhattan Beach Police Department

Ernie Klevesahl, Chief

Dale E. Reissig, Lieutenant

City of Manhattan Beach Public Works Department

Dana Greenwood, City Engineer

City of Manhattan Beach Transportation Services

Richard Garland, Traffic Engineer

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## VIII. C. ACRONYMS AND ABBREVIATIONS

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ACMs	asbestos-containing materials
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
BMP	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standard
CAL3QHC	Air Quality Model
CARB	California Air Resources Board
CARB URBEMIS 7G	Air Quality Model
CCAA	California Clean Air Act
CCC	California Coastal Commission
CD	Commercial Downtown
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CL	Commercial Local Zone
CLADHS	County of Los Angeles Department of Health Services
CLAFD	County of Los Angeles Fire Department
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNE	North End Commercial Zone
CNEL	Community Noise Equivalent Level
CNPCP	Coastal Nonpoint Pollution Control Program
CO	Carbon Monoxide
cu.yd.	Cubic yards
CUP	Conditional Use Permit
CWA	Clean Water Act
CZARA	Coastal Zone Act Reauthorization Amendments
dB	Decibel
dBA	A-weighted Scale
DHS	California Department of Health Services' Office of Noise Control

DSAP	Downtown Strategic Action Plan
EIR	Environmental Impact Report
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GCASP	General Construction Activity Storm Water Permits
ITE	Institute of Transportation Engineers
JWCPC	Joint Water Pollution Control Plant
LACPWD-WMD	Los Angeles County Public Works Department Waste Systems Map
LARWQCB	Los Angeles Regional Water Quality Control Board
LAX	Los Angeles International Airport
LCP	Local Coastal Program
Leq	Equivalent Sound Level (Leq): The sound level containing the same total energy as a time varying signal over a given time period. The Leq is a value that expresses the time-averaged total energy of a fluctuating sound level.
LOS	Level of Service
LUSTIS	Leaking Underground Storage Tank Information System List
MBFD	Manhattan Beach Fire Department
MBPD	Manhattan Beach Police Department
mph	miles per hour
MTA	Metropolitan Transit Authority
MWD	Municipal Water District of Southern California
NAAQS	National Ambient Air Quality Standard
NO2	Nitrogen Dioxide
NOAA	National Oceanic Atmospheric Administration
NOP	Notice of Preparation
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRPA	National Recreation and Parks Association
O3	Ozone
OSHA	Occupational Safety and Health Administration
PA	Public Address

PCB	Poly Chlorinated Biphenyls
PM10	Respirable Particulate Matter
ppm	Parts Per Million
PRC	Public Resources Code
PS	Public and Semi-Public District
RCP	Reinforced Concrete Pipe
RFP	Request for Proposal
RFQ	Request for Qualifications
RM	Medium Density Residential
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SO2	Sulfur Dioxides
SOx	sulfur oxides
STIP	State Transportation Improvement Program
SUSMP	Standard Urban Storm Water Mitigation Plan
SWRCB	State Water Resources Control Board
TIA	Transportation Impact Analysis
USEPA	United States Environmental Protection Agency
UBC	Uniform Building Code
ULI	Urban Land Institute
USGS	United States Geological Survey
UST	Underground Storage Tank
V/C	volume to capacity



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## **IX. APPENDICES**

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### **A. NOP, NOP COMMENT LETTERS, AND INITIAL STUDY**

Appendix A to the Draft EIR consists of the Notice of Preparation, dated December 20, 1999, the Revised and Recirculated NOP, dated April 6, 2000, written comments submitted to the Community Development Department by public agencies and individuals in response to the NOP and revised NOP, and the amended Initial Study, dated May 2000.

### **B. AIR QUALITY AND NOISE IMPACT REPORT**

### **C. TRAFFIC STUDY**

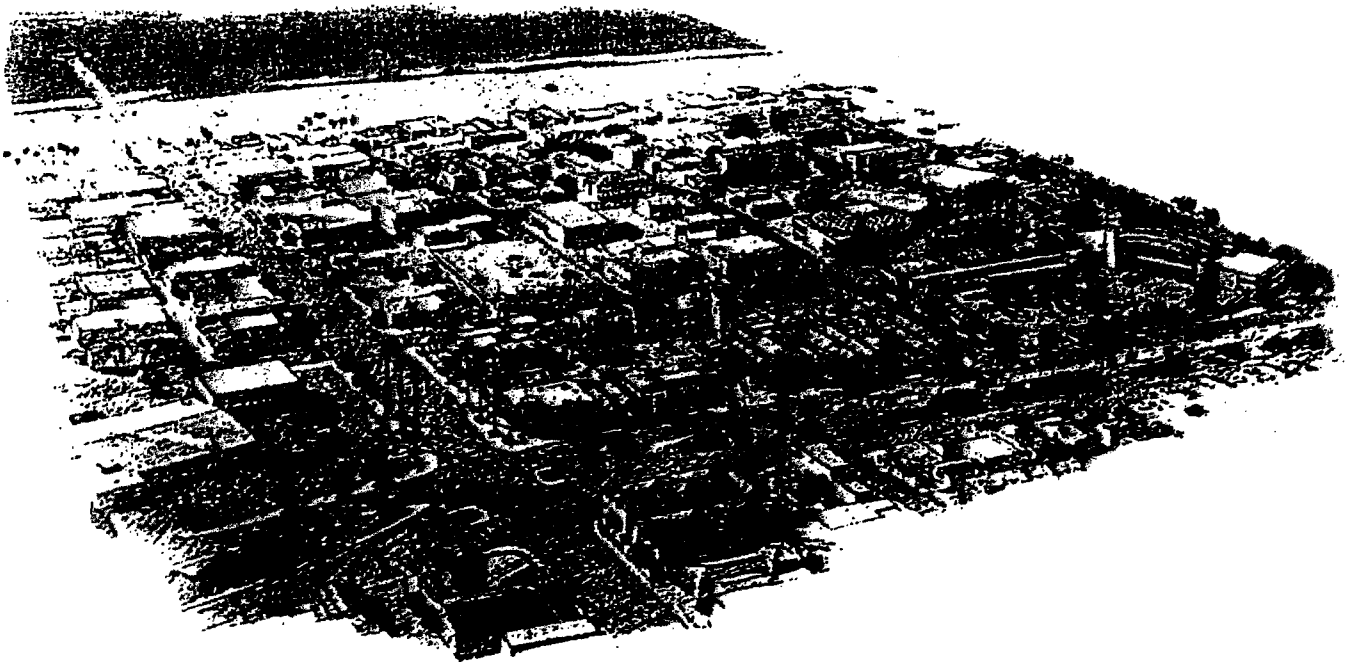
Appendix A and B are provided under separate cover. The Technical Appendices to the Draft EIR are available for public review at the City of Manhattan Beach Community Development Department.



*Original File*

# **DRAFT ENVIRONMENTAL IMPACT REPORT**

## **TECHNICAL APPENDICES**



**City of Manhattan Beach**

### **CIVIC CENTER/METLOX DEVELOPMENT**

Christopher A. Joseph & Associates  
environmental planning and research

October 5, 2000

State Clearinghouse No. 99121090

**CIVIC CENTER/METLOX DEVELOPMENT  
AIR QUALITY & NOISE IMPACT TECHNICAL REPORT**

**PREPARED FOR  
CHRISTOPHER A. JOSEPH & ASSOCIATES**

**PREPARED BY  
TERRY A. HAYES ASSOCIATES**

**OCTOBER 2000**



# **Air Quality & Noise Impact Technical Report**

## **Civic Center/Metlox Development Manhattan Beach, CA**

Volume 1 of 1

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This technical report evaluates the air quality and noise impacts related to the proposed Civic Center/Metlox development project in Manhattan Beach, California.

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## 1.0 SUMMARY OF FINDINGS

### 1.1 Project Summary

An air quality and noise impact analysis was conducted by Terry A. Hayes Associates for the proposed Civic Center/Metlox Development Project (Proposed Project). This project consists of the redevelopment of an existing public Civic Center and a private mixed-use development on the former Metlox Pottery site in the City of Manhattan Beach. The project site is located within an area bounded by Manhattan Beach Boulevard to the south, Valley Drive to the east, 15<sup>th</sup> Street to the north, and Morningside Drive and Highland Avenue to the west. The Civic Center portion of the project involves the demolition and reconstruction of the Fire Department and Police buildings, as well as the expansion of the Library facilities to provide additional library space as well as a Cultural Arts Center. Furthermore, in addition to the redevelopment of existing site uses, approximately 90,000 square feet of commercial office, retail, restaurant, day spa and lodging uses are proposed.

The project also proposes several roadway improvements in the project vicinity. These improvements include the conversion of Valley Drive from a one-way southbound road to two-way operation between 15<sup>th</sup> Street and 13<sup>th</sup> Street. In addition, 13<sup>th</sup> Street would be extended to provide vehicular access through the project site from Morningside Drive to Valley Drive. As a part of these roadway improvements, Morningside Drive is proposed to be converted to a northbound one-way street north of Manhattan Beach Boulevard. Mitigation measures to improve traffic and lessen project impacts are also a part of the project and mainly involve restriping roadways to better facilitate traffic flow, as well as modifying existing traffic signals.

Subterranean parking garage(s) beneath the Civic Center and Metlox sites are proposed to provide parking for the project, with additional spaces above ground. This parking scheme will serve both developments as well as provide additional parking for the downtown Manhattan Beach area. At least 562 total parking spaces will serve the project site. Access to the parking area will be provided by driveways on 15<sup>th</sup> Street, Valley Drive, and Morningside Drive. Service and delivery vehicle access will be provided from 13<sup>th</sup> Street as well as Morningside Drive.

Two alternatives are evaluated in this report. Both involve the same uses on the Civic Center site as the proposed project. The first alternative changes the mixture of uses on the Metlox site by increasing the amount of commercial office space and decreasing the amount of retail space. The second project alternative reduces the size of the Metlox portion of the project to approximately 57,480 square feet.

### 1.2 Key Findings

- Daily operations emissions, from mobile and stationary sources, would not exceed South Coast Air Quality Management District (SCAQMD) significance thresholds.



- The estimated year 2005 worst-case 1-hour carbon monoxide (CO) concentrations at sensitive receptor locations would range from 10.3 to 13.4 parts per million (ppm). These levels would not exceed the State 1-hour standard of 20 ppm.
- The estimated year 2005 worst-case 8-hour CO concentrations at sensitive receptor locations would range from 7.2 to 9.4 ppm. The estimated worst-case 9.4 ppm 8-hour CO concentration adjacent the Sepulveda/Manhattan Beach Intersection would violate the State standard of 9.0 ppm. However, the Proposed Project's CO contribution to this intersection would be negligible.
- As detailed in **Sections 2.7 and 2.8**, the proposed project would meet Air Quality Management Plan (AQMP) consistency criteria and may be considered consistent with the AQMP.
- Short-term construction noise impacts would occur at sensitive receptor locations. This impact would be significant and unavoidable.
- Operational noise levels from mobile and stationary sources would not exceed California Department of Health Services significance levels.

## 2.0 AIR QUALITY

### 2.1 Regulatory Setting

Air quality in the United States is governed by the Federal Clean Air Act (CAA) and is administered by the United States Environmental Protection Agency (USEPA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA).

The CCAA, amended in 1992, requires all air districts in the State to endeavor to achieve and maintain State Ambient Air Quality Standards. The CCAA is administered statewide by the California Air Resources Board (CARB). The State of California has also established ambient air quality standards, known as the California Ambient Air Quality Standard (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. California has established a statewide agency, CARB, to regulate mobile air pollution sources (such as motor vehicles). CARB also oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level. The CCAA is administered by CARB at the state level and by the Air Quality Management Districts at the regional level.

Within the project area, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) have responsibility for preparing the Air Quality Management Plan (AQMP), which address federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality and establishes thresholds for daily operation emissions. Environmental review of individual projects within the region must demonstrate that daily construction and operational emissions thresholds as established by the SCAQMD would not be exceeded, nor would the number or severity of existing air quality violations.

In August of 1996, the SCAQMD submitted its AQMP to the California Air Resources Board (CARB), for inclusion in the State Implementation Plan (SIP). The AQMP also meets CCAA requirements. The Plan addressed CCAA requirements which are intended to bring the District into compliance with state air quality standards. The Plan focused on ozone and carbon monoxide emissions, which would be reduced through public education, vehicle and fuels management, transportation controls, indirect source controls, and stationary source controls programs.

The 1997 Draft Air Quality Management Plan has been prepared to reflect the requirements of the 1990 Clean Air Act Amendments and is consistent with the approaches taken in the 1994 AQMP. The Plan is expected to replace, in part or in whole, many of the proposed measures set forth in the State Implementation Plan and anticipates the attainment of all by 2010.

wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning, industrial sources, windblown dust from open lands; and atmospheric chemical and photochemical reactions. Suspended particulates produce haze and reduce visibility. Additionally,  $PM_{10}$  poses a greater health risk than larger-sized particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract.  $PM_{10}$  can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections.

**Sulfur Oxides.** Sulfur oxides, primarily sulfur dioxide ( $SO_2$ ) are a product of high-sulfur fuel combustion. The main sources of  $SO_2$  are coal and oil used in power stations, industry and for domestic heating. Industrial chemical manufacturing is another source of  $SO_2$ .  $SO_2$  is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children.  $SO_2$  can also yellow plant leaves and erode iron and steel.

### 2.3 National and State Ambient Air Quality Standards

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants: carbon monoxide, nitrogen oxides, ozone, particulate matter smaller than 10 microns ( $PM_{10}$ ), sulfur oxides and lead. The State of California has also established ambient air quality standards, known as the California Ambient Air Quality Standards (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. Because the CAAQS are more stringent than the NAAQS, they are used as the comparative standard in the analysis contained in this report.

Both the State and Federal standards are summarized in **Table 2-1**. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation and other aspects of the general welfare.

The overall control strategy for the 1997 AQMP was designed to meet applicable state and federal requirements and to demonstrate attainment with ambient air quality standards. The 1997 AQMP is the first plan required by federal law to demonstrate attainment of the federal  $PM_{10}$  ambient air quality standards and therefore, places a greater focus on  $PM_{10}$ .

## 2.2 Pollutants and Effects

Air quality studies generally focus on five pollutants which are most commonly measured and regulated: carbon monoxide (CO), nitrogen dioxide ( $NO_2$ ), ozone ( $O_3$ ), respirable particulate matter ( $PM_{10}$ ), and sulfur dioxide ( $SO_2$ ).

**Carbon Monoxide.** CO, a colorless gas, interferes with the transfer of oxygen to the brain. CO is emitted almost exclusively from the incomplete combustion of fossil fuels. Along with carbon dioxide ( $CO_2$ ), CO is emitted by motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. Automobile exhausts release most of the CO in urban areas. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability.

**Ozone.**  $O_3$ , a colorless toxic gas, enters the blood stream and interferes with the transfer of oxygen, depriving sensitive tissues in the heart and brain of oxygen.  $O_3$  also damages vegetation by inhibiting their growth. Although  $O_3$  is not directly emitted, it forms in the atmosphere through a chemical reaction between reactive organic compounds and nitrogen oxides ( $NO_x$ ), which are emitted from industrial sources and from automobiles. Substantial  $O_3$  formation generally requires a stable atmosphere with strong sunlight.

**Nitrogen Dioxide.**  $NO_2$ , a brownish gas, irritates the lungs. It can cause breathing difficulties at high concentrations. Like  $O_3$ ,  $NO_2$  is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and  $NO_2$  are collectively referred to as nitrogen oxides ( $NO_x$ ) and are major contributors to ozone formation.  $NO_2$  also contributes to the formation of  $PM_{10}$ , small liquid and solid particles that are less than 10 microns in diameter (see discussion of  $PM_{10}$  below). At atmospheric concentration,  $NO_2$  is only potentially irritating. In high concentrations, the result is a brownish-red cast to the atmosphere and reduced visibility. There is some indication of a relationship between  $NO_2$  and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm).

**Suspended Particulate Matter.**  $PM_{10}$  refers to particulate matter less than 10 microns in diameter, about one-seventh the thickness of a human hair. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when industry and gases emitted from motor vehicles undergo chemical reactions in the atmosphere. Major sources of  $PM_{10}$  include motor vehicles;

**TABLE 2-1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Period	California Standard	Federal Standards	
			Primary	Secondary
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm (180 mg/m <sup>3</sup> )	0.12 ppm (235 mg/m <sup>3</sup> ) <sup>6</sup>	Same as Primary Standard
	8 hour	--	0.08 ppm (157 mg/m <sup>3</sup> )	
Respirable Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean	30 mg/m <sup>3</sup>	--	Same as Primary Standard
	24 hour	50 mg/m <sup>3</sup>	150 mg/m <sup>3</sup>	
	Annual Arithmetic Mean	--	50 mg/m <sup>3</sup>	--
Fine Particulate Matter (PM <sub>2.5</sub> )	24 hour	No Separate Standard	65 mg/m <sup>3</sup>	Same as Primary Standard
	Annual Arithmetic Mean		15 mg/m <sup>3</sup>	
Carbon Monoxide (CO)	8 hour	9.0 (10 mg/m <sup>3</sup> )	9.0 (10 mg/m <sup>3</sup> )	None
	1 hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	--	0.053 ppm (100 mg/m <sup>3</sup> )	Same as Primary Standard
	1 hour	0.25 ppm (470 mg/m <sup>3</sup> )	--	
Sulfur dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	--	0.03 ppm (80 mg/m <sup>3</sup> )	--
	24 hour	0.04 ppm (105 mg/m <sup>3</sup> )	0.14 ppm (365 mg/m <sup>3</sup> )	--
	3 hour	--	--	0.5 ppm (1300 mg/m <sup>3</sup> )
	1 hour	0.25 ppm (655 mg/m <sup>3</sup> )	--	--
Lead	30 day average	1.5 mg/m <sup>3</sup>	--	--
	Calendar Quarter	--	1.5 mg/m <sup>3</sup>	Same as Primary Standard
Visibility Reducing Particulates	8 hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent.	No Federal Standards	
Sulfates	24 hour	25 mg/m <sup>3</sup>		
Hydrogen Sulfide	1 hour	0.03 ppm (42 mg/m <sup>3</sup> )		

SOURCE: California Air Resources Board, Federal and State Air Quality Standards 1999 (1/25/99)

## 2.4 Regional Setting and Climate

The Proposed Project is located within the South Coast Air Basin (SCAB), a 6,530 square-mile area that includes all of Orange County, the non-desert portions of Los Angeles County, and the western urbanized portions of Riverside and San Bernardino Counties. The SCAB is bounded by the Pacific Ocean to the west; by the San Gabriel, San Bernardino, and San Jacinto mountains to the north and the east; and by the San Diego County line to the south (**Figure 2-1**). Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the SCAB. Within the SCAB, implementation of measures to attain the objectives of the California Clean Air Act is the responsibility of the SCAQMD.

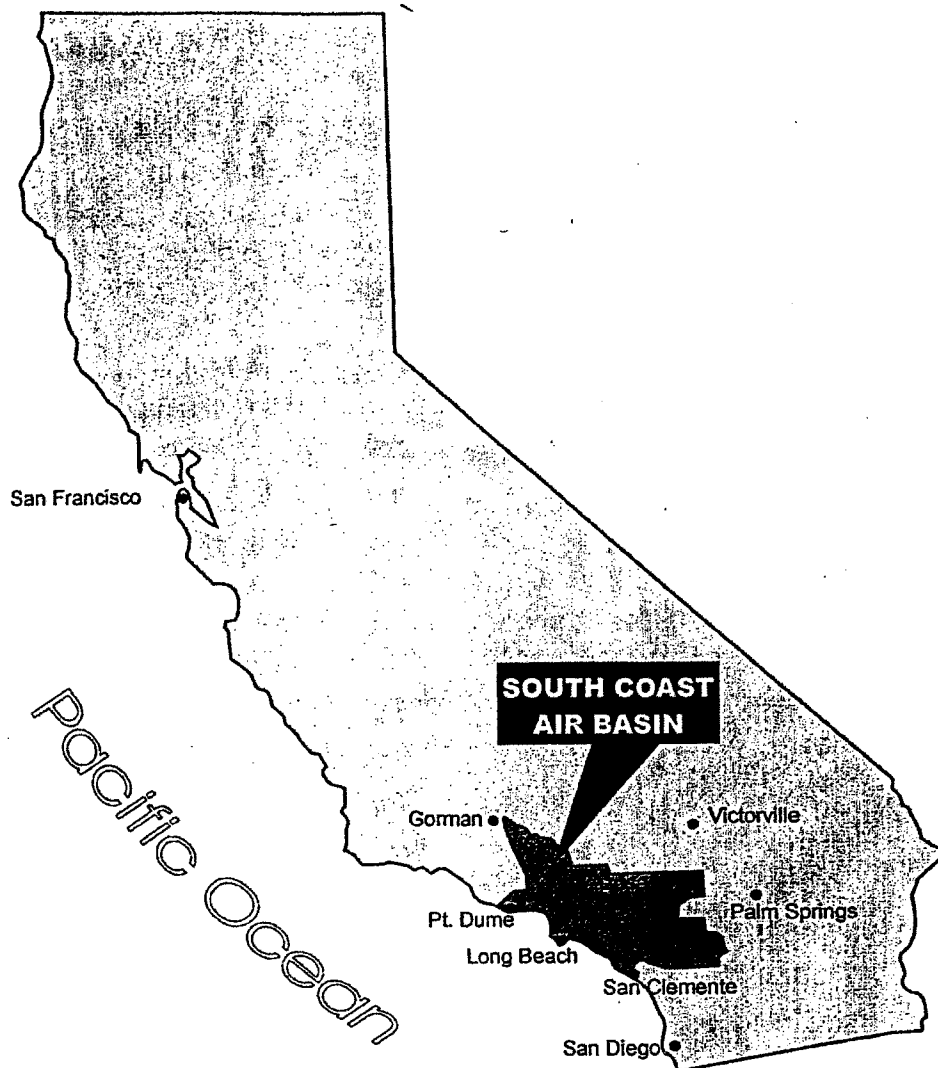
The SCAB is an area of high air pollution potential due to its climate and topography. The SCAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. In addition, the mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region. The region experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases. Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and lower layer of the atmosphere, which creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward.

In addition, hydrocarbons and nitrogen dioxide react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the mountains.



During the fall and winter, air quality problems are created due to carbon monoxide and nitrogen dioxide emissions. High nitrogen dioxide (NO<sub>2</sub>) levels usually occur during autumn or winter, on days with summer-like conditions. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SCAB are associated with heavy traffic.

## 2.5 Attainment Status

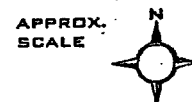
The California Air Resources Board will designate an area as non-attainment for a pollutant if air quality data show that a State standard for a pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard, and are not used as a basis for designating areas as non-attainment.



**LEGEND:**

-  South Coast Air Basin
-  State of California

SOURCE: California Air Resources Board, California Air Quality Data, "Summary of 1990 Air Quality Data" Volume XXII, Frontispiece-California Air Basins.



APPROX. SCALE  
0 40 80 120 MILES



**Civic Center/Metlox Development  
Air Quality and Noise Study**

CITY OF MANHATTAN BEACH

**FIGURE 2-1**

**SOUTH COAST AIR BASIN (SCAB)**

On the basis of regional monitoring data, the Los Angeles County portion of the SCAB has been designated as a non-attainment area for ozone, carbon monoxide, and total suspended particulates (see **Figure 2-2**). The air basin is designated as an attainment area for nitrogen oxide and sulfur dioxide.<sup>1</sup>

## 2.6 Local Setting

The SCAQMD monitors air quality conditions at 37 locations throughout the SCAB. The Proposed Project is located in the SCAQMD's Southwest Coastal Air Monitoring Area (No. 3), which is served by the Hawthorne monitoring station, located at 5234 W. 120<sup>th</sup> Street, in the City of Hawthorne. Thus, historical data from the Hawthorne station was used to characterize existing conditions within the vicinity of the Proposed Project area and to establish a baseline from which to estimate future conditions with and without the Proposed Project.

The Hawthorne monitoring station is located approximately three miles northeast of the Proposed Project location (**Figure 2-3**). The criteria pollutants monitored at the Hawthorne station include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and particulates (PM<sub>10</sub>). A summary of the data recorded the monitoring station is located in Appendix A. **Table 2-2** shows the number of violations recorded at the Hawthorne monitoring station during the 1997-99 period.

**TABLE 2-2: 1997-99 CRITERIA POLLUTANT VIOLATIONS**

Pollutant	State Standard	Number of Days Above State Standard		
		1997	1998	1999
Ozone	0.09 ppm (hourly)	6	0	1
Carbon Monoxide	9.0 ppm (8-hour average)	1	1	0
Nitrogen Dioxide	0.25 ppm (hourly)	0	0	0
Sulfur Dioxide	0.04 ppm (24-hour average)	0	0	0
PM <sub>10</sub>	50 ug/m <sup>3</sup> (24-hour average)	24	42	33

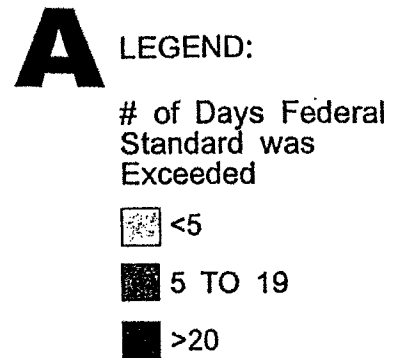
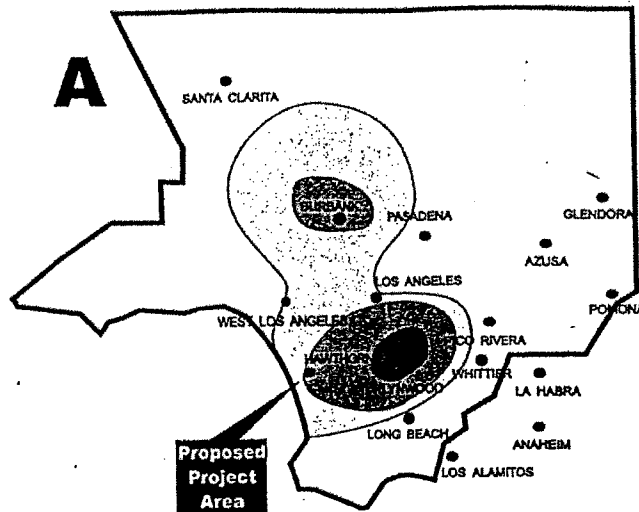
SOURCE: California Air Resources Board, see Appendix A.

**Background Carbon Monoxide (CO) Concentrations.** Carbon monoxide concentrations are typically used as the sole indicator of conformity with the CAAS because (1) CO levels are directly related to vehicular traffic volumes, the main source of air pollutants, and (2) localized CO concentrations and characteristics can be modeled using USEPA and SCAQMD methods. In other words, the operational air quality impacts associated with a project are generally best reflected through the estimated changes in related CO concentrations.

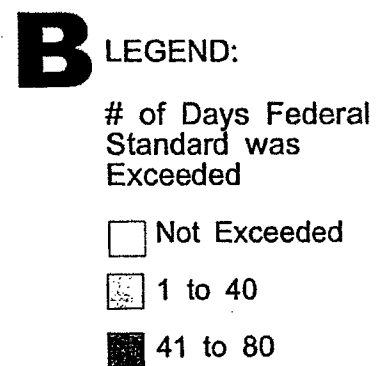
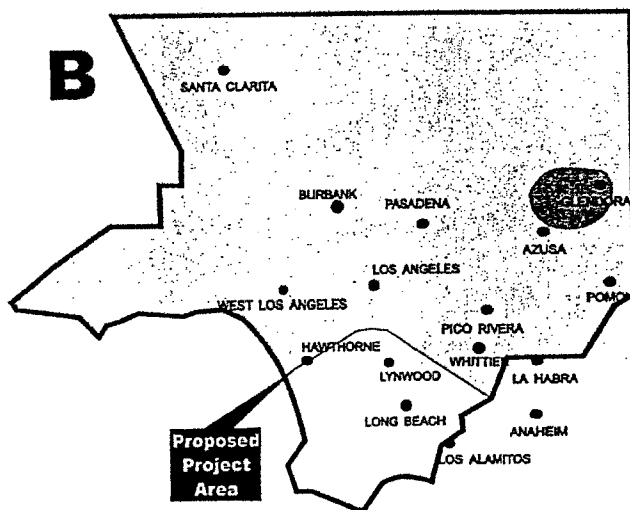
<sup>1</sup> California Air Resources Board: Proposed Amendments to the Designation Criteria and Amendments to the Area Designations for State Ambient Air Quality Standards and Proposed Maps of the Area Designations for the State and National Ambient Air Quality Standards, August 1998.



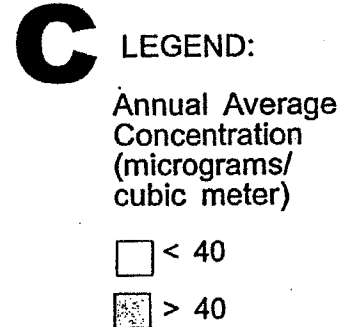
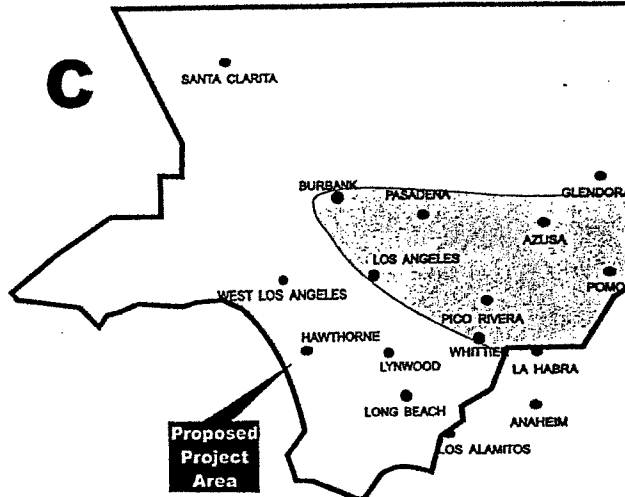
# 1996 CARBON MONOXIDE LEVELS



# 1996 OZONE LEVELS



# 1996 PARTICULATE MATTER LEVELS



SOURCE: South Coast Air Quality Management District Website, 1996.



Civic Center/Metlox Development  
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FIGURE 2-2

CARBON MONOXIDE, OZONE AND PARTICULATE MATTER LEVELS



For purposes of the impact analysis contained in this assessment, the ambient, or background concentration of CO was established. The background level is typically defined as the average of second-high readings over the past three year period.<sup>2</sup> A review of data from the Hawthorne monitoring station for the 1997 through 1999 period indicates that the average 8-hour background concentration was 8.0 ppm.<sup>3</sup> Assuming a typical persistence factor of 0.7, the estimated 1-hour background concentration would be 11.4 ppm.

**Carbon Monoxide Concentrations at Sensitive Receptor Locations.** There is a direct relationship between traffic/circulation congestion and CO impacts, since exhaust fumes from vehicular traffic is the primary source of CO. Carbon monoxide is a localized gas which dissipates very quickly under normal meteorological conditions; therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest CO concentrations are typically found along sidewalk locations directly adjacent to congested roadway intersections.

To provide a worst-case simulation of CO concentrations within the area that may be affected by the proposed project, CO concentrations at sidewalks adjacent the most congested five of the 16 study intersections were modeled. The five chosen intersections were selected to represent worst-case conditions based on project impacts for the following reasons:

1. They are designated in the project traffic report as being significantly impacted for traffic while the other 11 would not;
2. They were analyzed during both winter (off-season) and summer (peak-season) months; and
3. They were analyzed during AM and PM peak hours during both seasons.

Although summer traffic numbers are higher in some cases, CO impacts are much greater during the winter because of substantial inversion that occurs during the colder months.<sup>4</sup> Thus, winter season traffic data was used in this analysis. Table 2-3 shows current (year 2000) CO concentrations at the five studied intersections.

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<sup>2</sup> Caltrans: Air Quality Technical Analysis Notes, June 1988.

<sup>3</sup> Appendix A

<sup>4</sup> Inversion is described above in Section 2.4, Regional Setting and Climate.

**TABLE 2-3: EXISTING CARBON MONOXIDE (CO) CONCENTRATIONS <sup>1</sup>**

Intersection	1-hour	8-hour	Peak Hour
Highland Avenue/Manhattan Beach Boulevard	14.9	10.4	AM
Sepulveda Boulevard/Manhattan Beach Boulevard	19.2	13.4	AM
Ardmore Avenue/Manhattan Beach Boulevard	16.4	11.5	AM
Highland Avenue/13th Street	15.9	11.1	PM
Highland Avenue/15th Street	16.6	11.6	PM
State Standard	20.0	9.0	
Ambient Concentration <sup>2</sup>	11.4	8.0	

<sup>1</sup> CO concentrations are in parts per million (ppm) and represent Winter conditions.  
<sup>2</sup> All concentrations include ambient concentration.

SOURCE: Terry A. Hayes Associates, CAL3QHC output, see Appendix B.

At each intersection, traffic related CO contributions were added to the background conditions discussed above. Traffic CO contributions were estimated using the CAL3QHC dispersion model, which utilizes traffic volume inputs and EMFAC 7F emissions factors. As shown above, none of the five study intersections exceed the State 1-hour CO concentration standard of 20 ppm; however, each of the five study intersections currently (year 2000) exceed the State 8-hour CO concentration standard of 9 ppm.

## 2.7 Environmental Impacts

### Methodology and Significance Criteria

This air quality analysis is consistent with methods described in the SCAQMD California Environmental Quality Act (CEQA) Handbook (1993 edition).

The following calculation methods and estimation models were utilized in ascertaining air quality impacts: SCAQMD construction emissions calculation formulas, the CARB URBEMIS 7G emissions model, the Caltrans EMFAC emissions factor model, and the USEPA's CAL3QHC dispersion model software.

A project would have a significant impact if its daily construction or operation phase emissions were to exceed significance thresholds for carbon monoxide (CO), reactive organic gas (ROG), nitrogen oxides (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>) or particulates (PM<sub>10</sub>) as established by the SCAQMD. Significance thresholds appear in Table 2-4. Additionally, a project would have a significant impact if it were to cause a criteria pollutant concentration to exceed any CAAQS at a sensitive receptor location.

**TABLE 2-4: SCAQMD DAILY EMISSIONS THRESHOLDS <sup>1</sup>**

Criteria Pollutant	Construction	Operations
Carbon Monoxide (CO)	550	550
Reactive Organic Gas (ROG)	75	55
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Sulfur Oxides (SO <sub>x</sub> )	150	150
Particulates (PM <sub>10</sub> )	150	150

<sup>1</sup> Expressed in pounds per day

SOURCE: South Coast Air Quality Management District

The proposed project does not contain lead, hydrogen sulfide, or sulfates emissions sources; therefore, emissions and concentrations related to these pollutants will not be analyzed in this report.

### Construction Phase Daily Emissions

The proposed project would generate pollutant emissions from the following construction activities: (1) demolition, (2) grading and excavation, (3) construction worker travel to and from project sites, (4) delivery and hauling of construction supplies and debris to and from project sites, and (5) fuel combustion by on-site construction equipment. Table 2-5 shows the estimated daily emissions associated with each construction phase. Daily emissions were derived using the applicable emission factors and formulas found in the SCAQMD CEQA Handbook, Appendix to Chapter 9.

**TABLE 2-5: DAILY CONSTRUCTION EMISSIONS <sup>1</sup>**

Construction Phase	CO	ROG	NOx	SOx	PM <sub>10</sub>
SCAQMD Threshold	550	75	100	150	150
Demolition	25	5	37	3	60
Grading/Excavation	27	5	43	3	344
Foundation	18	3	20	2	13
Building Erection/Finishing	36	5	41	3	26
Maximum	36	5	43	3	344
Exceed Threshold?	No	No	No	No	Yes

<sup>1</sup> Daily emissions are expressed in pounds per day.

SOURCE: Terry A. Hayes Associates, see Appendix C

As shown above, grading/excavation phase  $PM_{10}$  emissions are anticipated to exceed the SCAQMD significance threshold of 150 ppd, which would result in a short-term significant impact. The following mitigation measures are prescribed in an effort to deduce this impact to a less-than-significant level.

### Mitigation Measures

1. The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.
2. Site-wetting shall occur often enough to maintain a 10% percent surface soil moisture content throughout all site grading and excavation activity.
3. All haul trucks shall either be covered or maintained with two feet of free board.
4. All haul trucks shall have a capacity of no less than 14 cubic yards.
5. All unpaved parking or staging areas shall be watered at least four times daily.
6. Site access points shall be swept/washed within thirty minutes of visible dirt deposition.
7. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.
8. Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.
9. Car-pooling for construction workers shall be encouraged.

### Impacts After Mitigation

Implementation of above-mentioned mitigation measures are anticipated to result in a significant reduction in airborne particulate ( $PM_{10}$ ) emissions; however, reductions in CO, ROG,  $NO_x$ , and  $SO_x$  emissions would be negligible. The estimated  $PM_{10}$  emissions reduction for each major construction phase is shown in Table 2-6.

**TABLE 2-6: ESTIMATED DAILY  $PM_{10}$  EMISSIONS REDUCTION WITH MITIGATION <sup>1</sup>**

Construction Phase	Without Mitigation	With Mitigation	Net Benefit
Demolition	60	50	10
Grading/Excavation	344	99	245
Foundation	13	13	-
Building Erection/Finishing	26	26	-

<sup>1</sup> Daily emissions are expressed in pounds per day.

SOURCE: Terry A. Hayes Associates, see Appendix C

As shown in **Table 2-6**, application of prescribed mitigation measures are anticipated to reduce construction phase PM<sub>10</sub> emissions to a level that is less than significant.

### Operations Phase Daily Emissions

Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). The traffic report prepared by the project traffic consultant indicates that the Proposed Project would generate a net increase of an additional 3,442 daily trips, while the Mixed-Use and Reduced Density project alternatives are anticipated to generate 3,122 and 2,204 daily trips, respectively.

Operational emissions were estimated using the California Air Resources Board's URBEMIS 7G operational emissions model, which considers land use, vehicle mix, and average trip lengths to estimate daily project operations-phase emissions. The results, shown in **Table 2-7**, indicate that operational emissions are not anticipated to exceed daily SCAQMD significance thresholds. Thus, long-term impacts resulting from daily operational emissions would be considered less than significant.

<b>TABLE 2-7: DAILY OPERATIONS EMISSIONS <sup>1</sup></b>					
Project	Daily Trips	Pollutant			
		CO	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Proposed Project	3,442	195	22	39	22
Mixed-Use Alternative	3,122	177	20	35	20
Reduced Density Alternative	2,204	125	15	25	14
<b>SCAQMD Threshold</b>		<b>550</b>	<b>55</b>	<b>55</b>	<b>150</b>
<b>Exceed Threshold?</b>		<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Daily emissions are expressed in pounds per day.					
SOURCE: Terry A. Hayes Associates, URBEMIS 7G Output, see Appendix D.					

### Mitigation Measures

None required.

### Cumulative Impact Analysis

The project traffic consultant, in consultation with City of Manhattan Beach Community Development Department personnel, did not identify any related projects within the area that may be affected by the proposed project. Since proposed project emissions are not anticipated to exceed SCAQMD significance thresholds, and no related projects have been identified within the area that may be affected by the proposed project, the emissions contribution from project-related traffic would have a cumulatively less-than-significant impact on regional air quality.

**Mitigation Measures:** None required.

### Carbon Monoxide (CO) Hot Spots

Carbon monoxide concentrations were calculated using the US Environmental Protection Agency's CAL3QHC micro scale dispersion model. As indicated in Table 2-8, the "Proposed Project" CO concentrations would range from 10.3 to 13.4 ppm for 1-hour concentrations; and from 7.2 to 9.4 ppm for 8-hour concentrations. There would be no violation of the 20 ppm 1-hour standard; however, the 8-hour concentration standard of 9.0 ppm could potentially be exceeded in areas adjacent the intersection of Sepulveda Boulevard and Manhattan Beach Boulevard.

**TABLE 2-8: 2005 WORST-CASE CARBON MONOXIDE CONCENTRATIONS <sup>1</sup>**

Intersection	1-Hour Concentrations		8-Hour Concentrations	
	No Project	Project	No Project	Project
Highland Avenue/Manhattan Beach Boulevard	10.3	10.3	7.2	7.2
Sepulveda Blvd./Manhattan Beach Boulevard	13.4	13.4	9.4	9.4
Ardmore Avenue/Manhattan Beach Boulevard	11.3	11.4	7.9	8.0
Highland Avenue/13th Street	11.1	11.4	7.8	8.0
Highland Avenue/15th Street	11.9	11.9	8.3	8.3
State Standard	20.0		9.0	
Ambient Concentration <sup>2</sup>	8.1		5.7	

<sup>1</sup> CO concentrations are in parts per million (ppm) and represent Winter conditions.  
<sup>2</sup> All concentrations include ambient concentration.

SOURCE: Terry A. Hayes Associates, CAL3QHC output, see Appendix B.

As shown above, the estimated worst-case 8-hour concentration would violate the State standard in areas adjacent the intersection of Sepulveda Boulevard and Manhattan Beach Boulevard both with or without the proposed project. Whenever baseline conditions already exceed the State standard, the SCAQMD CEQA Handbook states that the incremental project CO contribution must be evaluated. The increment significance threshold is 1 ppm for the 1-hour averaging period, and 0.45 ppm for the 8-hour averaging period. Since the project contribution would be negligible, this can be considered a less-than-significant impact.<sup>5</sup>

**Mitigation Measures:** None required.

<sup>5</sup> The 8-hour carbon monoxide concentration would increase by an amount less than 0.1 ppm.



## Unavoidable Significant Impacts

With proper implementation of prescribed mitigation measures, implementation of the proposed project would not result in any unavoidable significant air quality impacts.

### 2.8 Consistency with the Air Quality Management Plan

Criteria for determining consistency with the Air Quality Management Plan (AQMP) is defined in Chapter 12, Section 12.2 and Section 12.3 of the South Coast Air Quality Management District's CEQA Air Quality Handbook.

**Consistency Criterion No. 1:** The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

**Consistency Criterion No. 2:** The proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for projects include forecasts of project emissions in a regional context during construction, and in a regional as well as local context, during project occupancy. These forecasts are provided in **Section 2-7** and indicate that, with application of prescribed mitigation measures, daily construction and operations emissions are not anticipated to exceed SCAQMD significance thresholds. Above all, the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions.

The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As detailed in **Section 2.7**, CO concentrations were modeled using the USEPA CAL3QHC dispersion model. The analysis indicated that the project would not cause or exacerbate an existing violation of the State CO concentration standard; therefore, the proposed project can be considered to comply with Consistency Criterion 1.

Regarding the project's consistency with AQMP growth assumptions, these assumptions are generated by the Southern California Association of Governments (SCAG). SCAG derives its assumptions, in part, based on the General Plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the General Plan, it can be assumed to be consistent with growth assumptions in the AQMP.

The Proposed Project is not growth inducing, and the estimated job creation that would result from implementation of the Proposed Project is not sufficiently large to call into question the employment forecasts for the subregion adopted by SCAG. Since the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that this project would be consistent with the projections in the AQMP. Thus, the proposed project can be considered to comply with Consistency Criterion 2.

## **2.9 Discussion of Alternatives**

The two alternatives analyzed in this report would have less significant air quality impacts than the proposed project. The alternative which uses 90,000 square feet on the Metlox site but shifts the mixture of uses to increase commercial office space at the expense of retail would not generate any more traffic than the proposed project, and only 6 of the 8 intersections affected by the proposed project would be significantly impacted. No additional construction would be required, nor would the schedule be significantly altered. The other alternative which reduces the amount of space used on the Metlox site to 57,480 would only have a significant impact on 2 of the 8 intersections affected by the proposed project. This alternative would have less construction, and correspondingly less impact on air quality.

### 3.0 NOISE

#### 3.1 Noise Definition and Impacts

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment range from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

The basic unit of measurement for sound is the decibel (dB). To better account for human sensitivity to sound, decibels are measured on the "A-weighted scale," abbreviated dBA. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. The smallest perceptible sound level change is about 3 dBA, a 5 dBA change is considered clearly perceptible, and a 10 dBA increase is perceived by most people as a doubling of the sound level.

#### 3.2 Existing Noise Setting

The Proposed Project site is located in an urban environment. The existing noise environment is characterized by the mix of land uses within it, which includes residences, commercial developments, and arterial roadways. The primary noise source in the project vicinity is vehicular traffic on arterial roadways such as Manhattan Beach Boulevard and Highland Avenue.

Sound measurements were taken using a Type 2 dosimeter during nighttime hours (10:00 p.m. to 12:00 a.m.) on June 1, and during daytime hours (9:00 a.m. to 11:00 a.m.) on June 8, 2000 at various receptor locations surrounding the project site. These readings were used to establish existing ambient conditions and provide a baseline from which to evaluate construction noise impacts.

The locations of the noise monitoring positions are shown in **Figure 3-1**, which consist of nearby residences. The existing noise levels as recorded are listed in **Table 3-1**. As shown, daytime noise levels ranged from 57.2 to 66.8 dBA (Leq)<sup>6</sup>, and nighttime noise levels ranged from 51.7 to 59.9 dBA (Leq).

---

<sup>6</sup> Leq is a sound energy average of the fluctuating noise levels recorded in a given time period, generally one hour.

**TABLE 3-1: MEASURED NOISE LEVELS (dBA Leq)<sup>1</sup>**

Sensitive Receptor	Day Measurement	Night Measurement
R1 Multifamily residences on 13 <sup>th</sup> Street	65.8	51.7
R2 Multifamily residences on 15 <sup>th</sup> Street	66.8	56.6
R3 Single family residences near Ardmore and 12 <sup>th</sup> Street	61.5	59.9
R4 Single family residences near Ardmore and 13 <sup>th</sup> Street	57.2	56.1
R5 Single family residences near Ardmore and 15 <sup>th</sup> Street	64.9	54.1

<sup>1</sup> Presented in 1-hour Leq.

SOURCE: Terry A. Hayes Associates, see Appendix E

As earlier stated, vehicular traffic is the predominate noise source in the project vicinity. Using the existing traffic volumes provided by the project traffic consultant and Federal Highway Administration (FHWA) RD77108 noise calculation formulas, a Community Noise Equivalent Level (CNEL) was calculated for each sensitive receptor location.<sup>7</sup> The CNEL is used as a baseline to measure the Proposed Project's operational noise impact.

**TABLE 3-2: EXISTING ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL (dBA)**

Time Period	Sensitive Receptor		
	R1	R2	R3 - R5
Typical Summer Week Day	60	66	65
Typical Winter Week Day	63	65	65
Typical Summer Saturday	62	65	64
Typical Summer Sunday	61	65	65

**Assumptions:**

Vehicular traffic is the predominate noise source.

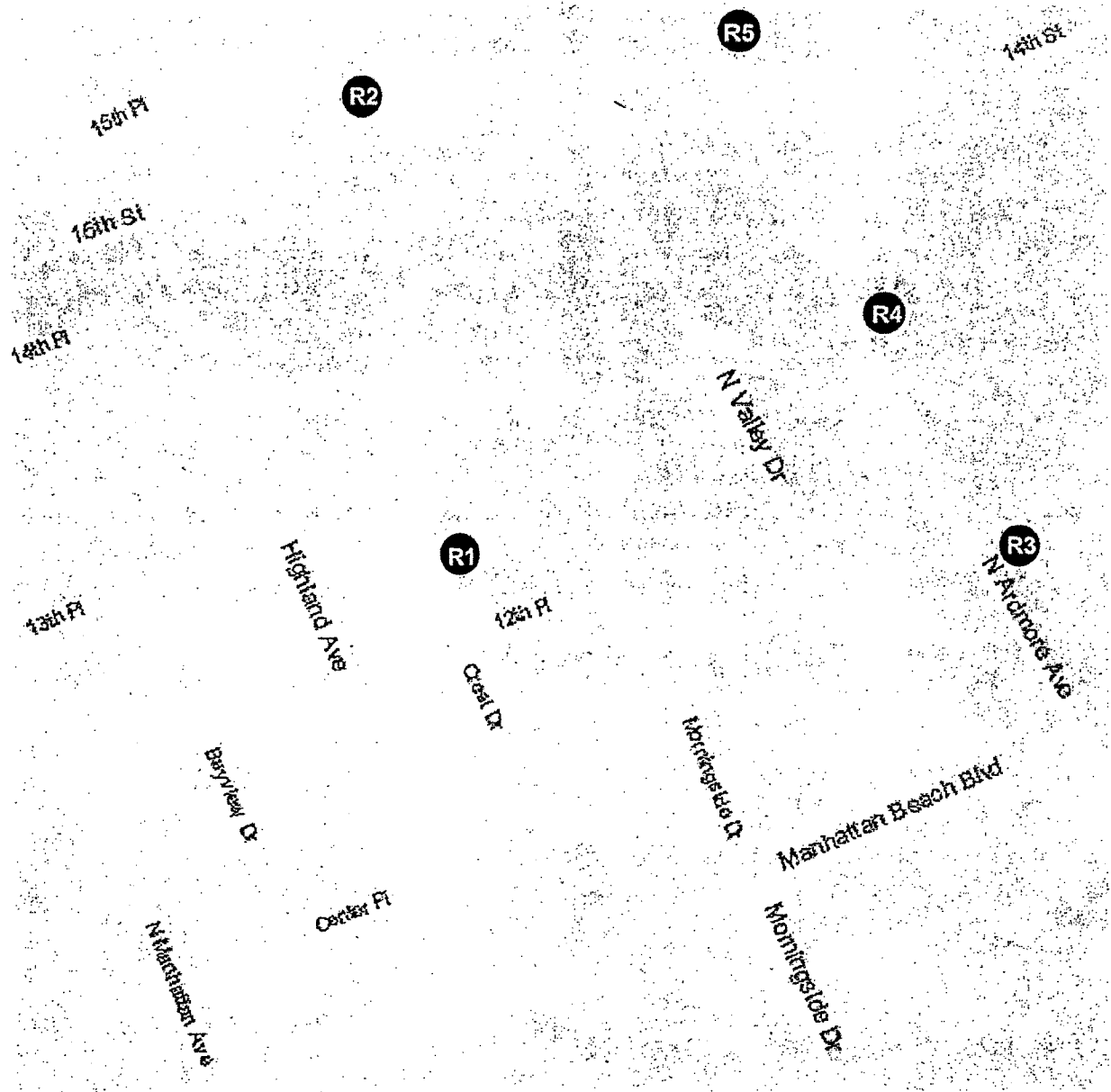
The p.m. peak hour traffic represents 10% of ADT.

The 24 hour distribution is 78% , 20%, and 2% for 7 am - 7 pm, 7 - 10 pm, and 10 pm - 7 am, respectively.

The vehicle distribution is 97%, 2%, and 1% for auto, medium truck, and heavy truck, respectively.

SOURCE: Terry A. Hayes Associates, see Appendix E

<sup>7</sup> The CNEL is used to characterize average noise levels over a 24-hour period, with weighting factors included for evening and nighttime noise levels. The Leq values for the evening period (7 p.m. to 10 p.m.) are increased by 5 dB, while the Leq values for the nighttime (10 p.m. to 7 a.m.) are increased by 10 dB.



- R1 - Multifamily residences on 13th Street
- R2 - Multifamily residences on 15th Street
- R3 - Single family residences near Ardenmore and 12th Street
- R4 - Single family residences near Ardenmore and 13th Street
- R5 - Single family residences near Ardenmore and 15th Street



SOURCE: Terry A. Hayes Associates/Microsoft Streets98

FIGURE 3-1

NOISE MONITORING POSITIONS



Civic Center/Metlox Development  
Air Quality and Noise Study

CITY OF MANHATTAN BEACH

### 3.3 Environmental Impacts

#### Methodology and Significance Criteria

**Construction.** The criteria for the determination of a significant noise impact is stated in the City of Manhattan Beach Ordinance No. 1957. With regard to construction noise, the exterior noise standard which may not be exceeded for a cumulative period of more than 30 minutes in any hour is detailed in Table 3-3.

**TABLE 3-3: CITY OF MANHATTAN BEACH EXTERIOR NOISE STANDARDS**

Designated Land Use or Zoning Classification	Time of Day	Exterior A-Weighted Noise Level
Residential	7 a.m. - 10 p.m.	50
	10 p.m. - 7 a.m.	45
Commercial	7 a.m. - 10 p.m.	65
	10 p.m. - 7 a.m.	60
Industrial	7 a.m. - 10 p.m.	70
	10 p.m. - 7 a.m.	70
Note: If the 30-minute per hour ambient level exceeds the applicable level, then the ambient becomes the exterior noise standard which may not be exceeded for a cumulative period of more than 30 minutes in any hour.		
SOURCE: City of Manhattan Beach Ordinance No. 1957.		

**Operations.** A project would normally have a significant impact during the operational phase if the project causes the ambient noise level measured at the property line of affected uses to increase by three dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any five dBA or greater noise level increase (see Table 3-4).

**TABLE 3-4: COMMUNITY NOISE EXPOSURE COMPATIBILITY CHART**

Land Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	above 70
Multi-Family Homes	50-65	60-70	70-75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	above 80
Transient Lodging: Motels, Hotels	50-65	60-70	70-80	above 80
Auditorium, Concert Halls, Amphitheaters	-	50-70	-	above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	above 80
Office Buildings, Business and Professional Commercial	50-70	67-77	above 75	-
Industrial, Agriculture, Manufacturing, Utilities,	50-75	70-80	above 75	-
SOURCE: Office of Noise Control, California Department of Health Services (DHS).				

### Construction Impacts

Construction activities require the use of numerous noise generating types of equipment such as jack hammers, pneumatic impact equipment, saws, and tractors. Table 3-5 shows the typical noise level associated with each construction phase.

**TABLE 3-5: TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS**

Construction Phase	Noise Level (dBA Leq)	
	At 50 Feet	At 50 Feet with Mufflers
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86
SOURCE: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.		

As distance from the construction activity increases, the noise level decreases. Over hard surfaces, the noise generated by a stationary noise source, or "point source," will decrease by approximately six decibels for each doubling of the distance. Therefore, if the maximum anticipated noise level produced by construction activity on the project site is 89 dBA at a reference distance of 50 feet, then at a distance of 100 feet from the source the noise level would be 83 dBA.

To ascertain worst-case noise impacts at sensitive receptor locations, construction noise was modeled by introducing the noise level associated with the finishing phase of a typical development project to the ambient noise level. The noise source was assumed to be active for forty percent of the eight hour work day, generating a noise level of 89 dBA (Leq) at a reference distance of 50 feet.

The noise level, during the construction period, for each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level.<sup>8</sup> Results appear in Table 3-6.

**TABLE 3-6: CONSTRUCTION NOISE (dBA Leq)**

Receptor	Distance in Feet <sup>1</sup>	Sound Level <sup>2</sup>	Existing Ambient <sup>3</sup>	New Ambient <sup>4</sup>	Significance Threshold	Impact?
R1	50	81.4	65.8	81.4	65.8	Yes
R2	75	77.9	66.8	77.9	66.8	Yes
R3	250	67.4	61.5	67.7	61.5	Yes
R4	250	67.4	57.2	67.4	57.2	Yes
R5	250	67.4	64.9	68.3	64.9	Yes

<sup>1</sup> Distance of noise source from receptor.  
<sup>2</sup> Construction noise source's sound level at receptor location, with distance adjustment.  
<sup>3</sup> Pre-construction activity ambient sound level at receptor location.  
<sup>4</sup> New sound level at receptor location during the construction period, including noise from construction activity.

SOURCE: Terry A. Hayes Associates, See Appendix E

As shown in Table 3-6, noise from construction-related activities are anticipated to exceed the significance threshold at each sensitive receptor location. This would result in a short-term significant noise impact.

<sup>8</sup> U.S. Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974.



**Mitigation Measures:**

1. Use noise control devices, such as equipment mufflers, enclosures, and barriers.
2. Erect a temporary sound barrier of no less than six feet in height around the construction site perimeter before commencement of construction activity. This barrier shall remain in place throughout the construction period.
3. Stage construction operations as far from noise sensitive uses as possible.
4. Avoid residential areas when planning haul truck routes.
5. Maintain all sound-reducing devices and restrictions throughout the construction period.
6. When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).
7. When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.
8. Adjacent residents shall be given regular notification of major construction activities and their duration.
9. A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

**Impacts After Mitigation:**

Topographical and meteorological conditions affect sound wave propagation and the effectiveness of the above mentioned mitigation measures. As previously indicated in **Table 3-5**, machinery equipped with mufflers have reduced noise levels. The sound level reduction can range from 1 to 3 dBA. With muffler utilization, the grading/excavation and finishing phases would have the greatest noise impacts, producing noise levels up to 86 dBA at a reference distance of fifty feet.

The erection of a temporary sound barriers can also be very affective in mitigating construction noise impacts. The effectiveness of sound barriers can vary from 3 to 10 dBA (Leq) depending on barrier height and composition. Other factors such as local topography and noise source/receptor proximity also affect barrier effectiveness. **Table 3-7** shows the anticipated worst-case impacts with equipment muffler utilization and 3 dBA (Leq) barrier effectiveness reduction.

**TABLE 3-7: CONSTRUCTION NOISE WITH MITIGATION (dBA Leq)**

Receptor	Distance in Feet <sup>1</sup>	Sound Level <sup>2</sup>	Existing Ambient <sup>3</sup>	New Ambient <sup>4</sup>	Significance Threshold	Impact?
R1	50	75.4	65.8	75.5	65.8	Yes
R2	75	71.9	66.8	72.3	66.8	Yes
R3	250	61.4	61.5	63.2	61.5	Yes
R4	250	61.4	57.2	62.0	57.2	Yes
R5	250	61.4	64.9	65.4	64.9	Yes

<sup>1</sup> Distance of noise source from receptor.  
<sup>2</sup> Construction noise source's sound level at receptor location, with distance adjustment.  
<sup>3</sup> Pre-construction activity ambient sound level at receptor location.  
<sup>4</sup> New sound level at receptor location during the construction period, including noise from construction activity.

SOURCE: Terry A. Hayes Associates, See Appendix E

With application of prescribed mitigation measures, construction noise levels are anticipated to be reduced by approximately 6 dBA (Leq) at all receptor locations. However, significant noise impacts would remain at sensitive receptor locations nonetheless. These temporary construction noise impacts would be significant and unavoidable.

### Operational Impacts

Operational noise impacts can occur from stationary sources or vehicular traffic (mobile sources). Examples of stationary noise sources include items such as unenclosed generators, public address (PA) systems, bells, and sirens. Although the Proposed Project has Police and Fire Department components, these uses are already existing on-site. Both departments would remain in the same general location, and have the service area. The proposed improvements to these facilities would not increase the duration or frequency of existing noise sources, such as emergency vehicle sirens.

With the Proposed Project, the predominate noise source would be vehicular traffic, as the project is forecasted to generate a net increase of 3,442 daily vehicle trip ends.<sup>9</sup> As such, the greatest impacts are anticipated to occur at sensitive receptor locations adjacent roadways substantially affected by the proposed project. As previously illustrated in **Figure 3-1**, sensitive receptors R1 through R5 are all located adjacent roadways substantially affected by the Proposed Project.

As with most urbanized areas, vehicular traffic is the predominate noise source within the project area. Utilizing Federal Highway Administration (FHWA) RD77108 noise calculation formulas, predicted traffic volumes can be used to estimate project-related traffic noise impacts. Based on peak hour traffic volumes provided by the project traffic report, a CNEL was calculated for each sensitive receptor location.

<sup>9</sup> Project Traffic Report

**TABLE 3-8: FUTURE ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL (dBA)**

Time Period	Sensitive Receptor					
	R1		R2		R3 - R5	
	No Project	Project	No Project	Project	No Project	Project
Summer Week Day	61	62	66	67	66	66
Winter Week Day	63	64	65	66	65	66
Summer Saturday	62	63	66	66	65	65
Summer Sunday	62	62	65	66	65	66
<b>Assumptions:</b> Vehicular traffic is the predominate noise source. The p.m. peak hour traffic represents 10% of ADT. The 24 hour distribution is 78% , 20%, and 2% for 7 am - 7 pm, 7 - 10 pm, and 10 pm - 7 am, respectively. The vehicle distribution is 97%, 2%, and 1% for auto, medium truck, and heavy truck, respectively.						
SOURCE: Terry A. Hayes Associates, see Appendix E						

As shown in **Table 3-8**, the Proposed Project is anticipated to increase the CNEL by 1 dBA at most receptor locations, and have a negligible affect at others. More importantly, the CNEL would remain within the "conditionally acceptable" range of 55 - 70 dBA for residential neighborhoods as defined by the California Department of Health Services' Office of Noise Control (DHS). Thus, operational noise impacts resulting from implementation of the Proposed Project would have a less-than-significant impact on noise sensitive uses.

#### **Nuisance Noise Impacts.**

The Proposed Project has a potential to generate "nuisance noise" from day to day activities. Such noises could include loud stereos, increased pedestrian traffic, car alarms, barking dogs, disposal and delivery trucks, and other noises associated with residential and commercial areas. Noise impacts associated with the Town Square area of the project and the outdoor dining facilities would be limited because the area would be mostly enclosed by surrounding buildings. In addition, the existing City Noise Ordinance places restrictions on allowable duration, frequency, and time of day that nuisance noise events can take place. The Proposed Project does not contemplate any uses which could reasonably be expected to produce nuisance noise outside of the scope of what commonly exists in the urban environment. Therefore, no significant impacts are anticipated.

#### **Mitigation Measures:**

None required.

### **Cumulative Impacts**

The project traffic consultant, in consultation with the City Community Development Department, did not identify any related projects within the area that may be affected by the Proposed Project. Thus, cumulative noise impacts are not anticipated.

### **Unavoidable Significant Impacts**

**Construction Impacts:** Short-term construction noise impacts would occur at sensitive receptor locations. This impact would be significant and unavoidable.

**Operational Impacts:** None.

**Cumulative Project Impacts:** None.

### **3.4 Discussion of Alternatives**

The alternatives considered in this report both involve smaller impacts on traffic and construction. As traffic and construction are the main perpetrators in noise impacts, each of the alternatives would have a smaller impact on noise than the proposed project. Specifically, the alternative which keeps the same amount of development but changes the mixture of uses to have more commercial office and less retail would have a moderately smaller effect on noise impacts. The alternative which reduces the amount of land to be used on the Metlox site would have a notably smaller effect on noise, as only two of the intersections (compared to 6 in the first alternative and 8 in the proposed project) would be impacted.

APPENDIX A

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AIR QUALITY MONITORING STATION DATA



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[SO<sub>2</sub>](#)

## Highest 4 Daily Maximum Hourly Ozone Measurements and Number of Days Above the Hourly Standards at Hawthorne parts per million

	1997		1998		1999	
High	Mar 9	0.113	Aug 29	0.089	Oct 24	0.154
2nd High	Sep 23	0.113	Jul 13	0.087	Apr 18	0.094
3rd High	May 12	0.108	Oct 14	0.085	May 9	0.087
4th High	May 15	0.097	Oct 10	0.084	May 5	0.086
*Days > State Standard	6		0		1	
*Days > National Standard	0		0		1	
**Year Coverage	97		99		99	

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\* The number of days at least one measurement was greater than the level of the state hourly standard (0.09 parts per million) or the national hourly standard (0.12 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

\*\* Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.



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Hourly O<sub>3</sub>

8-Hour O<sub>3</sub>

PM 10

CO

NO<sub>2</sub>

SO<sub>2</sub>

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## Highest 4 Daily PM10 Measurements and Annual PM10 Statistics at Hawthorne

micrograms per cubic meter

	1997		1998		1999	
High	Oct 31	79.0	Dec 31	66.0	Dec 20	69.0
2nd High	Oct 25	65.0	Oct 20	62.0	Dec 14	63.0
3rd High	Oct 1	59.0	Nov 25	54.0	Oct 27	62.0
4th High	Nov 6	56.0	Jan 8	53.0	May 12	56.0
Measured:						
*Days > State Standard	4		7		6	
*Days > Nat'l Standard	0		0		0	
Calculated:						
*Days > State Standard	24.0		42.0		33.0	
*Days > Nat'l Standard	0.0		0.0		0.0	
99th Percentile	79		66		69	
**3-Year Average 99th	107		84		71	
***State Annual Average	33.8		30.3		33.4	
***Nat'l Annual Average	35.5		32.5		35.4	
**3-Year Nat'l Average	35		34		34	
****Year Coverage	84		95		98	

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\* Measured days are those days that an actual measurement was greater than the level of the state daily standard (50 micrograms per cubic meter) or the national daily standard (150 micrograms per cubic meter). Measurements are typically collected every six days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

\*\* The 3-year statistics include data from the listed year and the two years before the listed year.

\*\*\* The state annual average is a geometric mean of all measurements. The national annual average is an arithmetic average of the 4 arithmetic quarterly averages.

\*\*\*\* Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.



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another  
pollutant:

Hourly O<sub>3</sub>

8-Hour O<sub>3</sub>

PM 10

CO

NO<sub>2</sub>

SO<sub>2</sub>

Start Over:

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**Highest 4 Daily Maximum 8-Hour  
Ozone Averages**  
and Number of Days Above the 8-Hour Standard  
at Hawthorne  
parts per million



	1997		1998		1999	
High	May 12	0.089	Jul 13	0.069	Oct 24	0.084
2nd High	Sep 23	0.087	Oct 14	0.067	Apr 18	0.067
3rd High	May 13	0.084	Apr 29	0.065	May 9	0.067
4th High	Apr 26	0.083	Oct 10	0.063	Sep 16	0.065
*Days > Nat'l Standard	2		0		0	
**Year Coverage	97		99		99	

← Go Backward a Year

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- \* The number of days at least one overlapping 8-hour average was greater than the level of the national 8-hour standard (0.08 parts per million). The number of days above the standard is not the number of violations of the standard for the year.
- \*\* Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.





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pollutant:

Hourly O<sub>3</sub>

8-Hour O<sub>3</sub>

PM 10

CO

NO<sub>2</sub>

SO<sub>2</sub>

Start Over:

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Statistics  
Home

## Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements and Number of Days Above the Hourly Standard at Hawthorne parts per million

	1997	1998	1999
High	Oct 31 0.164	Dec 30 0.150	Jan 6 0.134
2nd High	Nov 1 0.146	Dec 17 0.142	Dec 19 0.128
3rd High	Sep 24 0.141	Dec 29 0.129	Dec 18 0.122
4th High	Nov 4 0.136	Dec 27 0.125	Oct 22 0.121
*Days > State Standard	0	0	0
Annual Average	0.028	0.029	0.029
**Year Coverage	98	90	100

← Go Backward a Year

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- \* The number of days at least one measurement was greater than the level of the state hourly standard (0.25 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.
- \*\* Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.



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[SO<sub>2</sub>](#)

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## Highest 4 Daily Maximum 8-Hour Carbon Monoxide Averages and Number of Days Above the 8-Hour Standards at Hawthorne parts per million

	1997		1998		1999	
High	Nov 1	10.31	Dec 27	9.50	Dec 21	8.43
2nd High	Dec 20	7.93	Dec 17	8.11	Jan 6	7.89
3rd High	Dec 28	7.90	Dec 29	7.99	Jan 11	7.41
4th High	Jan 30	7.76	Jan 1	7.76	Jan 10	7.10
*Days > State Standard	1		1		0	
*Days > Nat'l Standard	1		1		0	
**Year Coverage	94		92		98	

[← Go Backward a Year](#)
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\* The number of days at least one non-overlapping 8-hour average was greater than the level of the state 8-hour standard (9.0 parts per million) or the national 8-hour standard (9 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

\*\* Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.



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pollutant:

Hourly O<sub>3</sub>

8-Hour O<sub>3</sub>

PM 10

CO

NO<sub>2</sub>

SO<sub>2</sub>

Start Over:

Data  
Statistics  
Home

## Highest 4 Daily Maximum 24-Hour Sulfur Dioxide Averages and Number of Days Above the 24-Hour Standards

at Hawthorne  
parts per million

	1997		1998		1999	
High	Apr 26	0.015	Aug 9	0.013	Jul 11	0.019
2nd High	Mar 21	0.012	Apr 19	0.012	Feb 24	0.013
3rd High	Dec 29	0.009	Apr 21	0.010	Mar 13	0.012
4th High	Dec 19	0.009	Jul 27	0.010	May 25	0.012
*Days > State Standard	0		0		0	
*Days > Nat'l Standard	0		0		0	
Annual Average	0.002		0.004		0.004	
**Year Coverage	97		98		100	

← Go Backward a Year

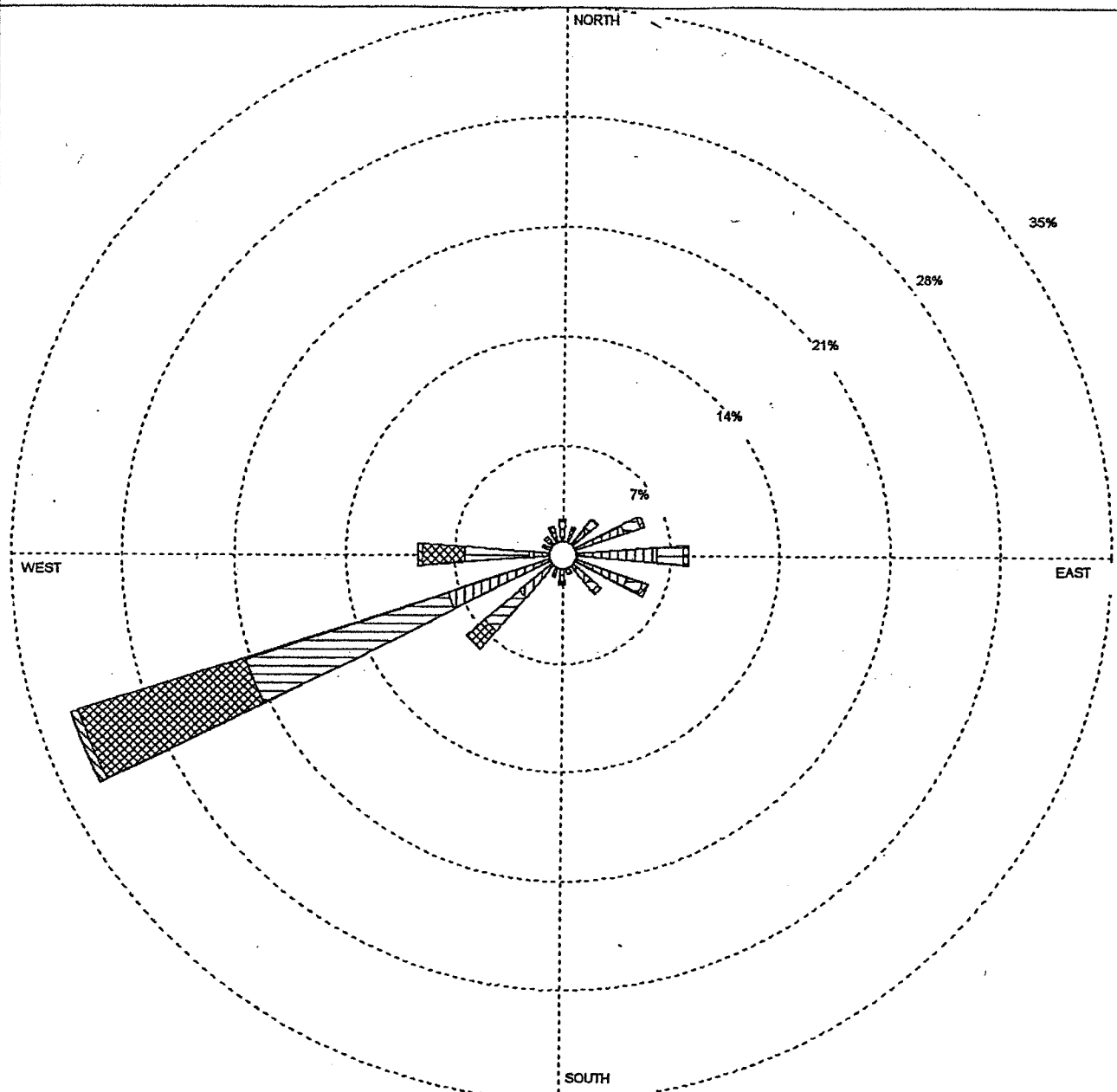
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\* The number of days at least one non-overlapping 24-hour average was greater than the level of the state 24-hour standard (0.04 parts per million) or the national 24-hour standard (0.14 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

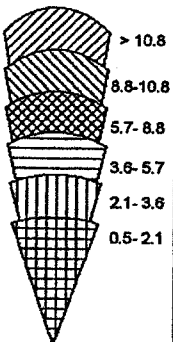
\*\* Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

WIND ROSE PLOT

Station #23174 - LOS ANGELES/INT'L ARPT, CA 1/1-12/31



Wind Speed (m/s)



MODELER	DATE 9/29/00	COMPANY NAME
DISPLAY <b>Wind Speed</b>	UNIT m/s	COMMENTS
AVG. WIND SPEED <b>3.85 m/s</b>	CALM WINDS <b>8.64%</b>	
ORIENTATION <b>Direction (blowing from)</b>	PLOT YEAR-DATE-TIME <b>1992 Midnight - 11 PM</b>	PROJECT/PLOT NO.

Station ID : 23174

RUN ID : LOS ANGELES/INT'L ARPT

Years : 1992

1/1-12/31

Start Time : Midnight

End Time : 11 PM

Frequency Distribution  
(Count)

Wind Direction (Blowing From) / Wind Speed (m/s)

	0.51-2.06	2.06-3.60	3.60-5.66	5.66-8.75	8.75-10.80	>10.80	Total
N	45	110	44	13	0	0	212
NNE	30	98	49	2	0	0	179
NE	33	173	56	7	0	0	269
ENE	67	313	100	26	2	0	508
E	92	450	152	28	0	0	722
ESE	90	302	96	29	1	0	518
SE	59	157	54	22	1	0	293
SSE	24	67	22	10	0	0	123
S	35	83	40	17	0	0	175
SSW	28	62	30	18	2	0	140
SW	53	265	254	139	0	0	711
WSW	85	604	1187	965	40	1	2882
W	30	164	360	252	26	1	833
WNW	21	57	40	10	0	0	128
NW	24	82	21	17	3	0	147
NNW	26	84	32	33	9	0	184
Total	742	3071	2537	1588	84	2	

Frequency of Calm Winds : 759

Average Wind Speed : 3.85 m/s

Station ID : 23174

RUN ID : LOS ANGELES/INT'L ARPT

Years : 1992

1/1-12/31

Start Time : Midnight

End Time : 11 PM

Frequency Distribution  
(Normalized)

Wind Direction (Blowing From) / Wind Speed (m/s)

	0.51-2.06	2.06-3.60	3.60-5.66	5.66-8.75	8.75-10.80	>10.80	Total
N	0.005124	0.012524	0.005010	0.001480	0.000000	0.000000	0.024138
NNE	0.003416	0.011158	0.005579	0.000228	0.000000	0.000000	0.020380
NE	0.003757	0.019697	0.006376	0.000797	0.000000	0.000000	0.030627
ENE	0.007628	0.035637	0.011386	0.002960	0.000228	0.000000	0.057839
E	0.010475	0.051235	0.017306	0.003188	0.000000	0.000000	0.082204
ESE	0.010247	0.034385	0.010930	0.003302	0.000114	0.000000	0.058978
SE	0.006718	0.017875	0.006148	0.002505	0.000114	0.000000	0.033360
SSE	0.002733	0.007628	0.002505	0.001139	0.000000	0.000000	0.014004
S	0.003985	0.009450	0.004554	0.001936	0.000000	0.000000	0.019925
SSW	0.003188	0.007059	0.003416	0.002049	0.000228	0.000000	0.015940
SW	0.006034	0.030172	0.028920	0.015826	0.000000	0.000000	0.080952
WSW	0.009678	0.068769	0.135147	0.109871	0.004554	0.000114	0.328134
W	0.003416	0.018672	0.040988	0.028692	0.002960	0.000114	0.094842
WNW	0.002391	0.006490	0.004554	0.001139	0.000000	0.000000	0.014574
NW	0.002733	0.009336	0.002391	0.001936	0.000342	0.000000	0.016737
NNW	0.002960	0.009564	0.003643	0.003757	0.001025	0.000000	0.020950
Total	0.084481	0.349653	0.288853	0.180804	0.009564	0.000228	

Frequency of Calm Winds : 8.64%

Average Wind Speed : 3.85 m/s

APPENDIX B

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EMFAC AND CAL3QHC PRINTOUTS

1ENV028F1.1  
9/27/99

CALTRANS DIVISION OF  
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1

EMFAC7F1.1

TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2000 EMFAC7F1.1 RATES AS OF 1/25/94

YEAR: 2000	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: WINTER		% HOT STAB	40.0			% MCY	1.0		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS		URBAN BUS	HEAVY DUTY TRUCKS			MCY ALL
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT		NCAT	CAT	DIESEL	
% VMT	1.16	98.58	0.26	0.16	99.54	0.30	1.04	98.96	100.00	19.57	80.43	100.00	100.00
% TRIP	1.16	98.58	0.26	0.16	99.54	0.30	1.04	98.96	100.00	19.57	80.43	100.00	100.00
% VEH	2.38	97.15	0.47	0.39	99.03	0.58	2.84	97.16	100.00	31.08	68.92	100.00	100.00

1ENV028F1.1  
9/27/99

CALTRANS DIVISION OF

RUN DATES: ENV028F1.1

9/27/99

NEW TECHNOLOGY, MATERIALS AND RESEARCH

EMFAC7F1.1

TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2000 EMFAC7F1.1 RATES AS OF 1/25/94

YEAR: 2000	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: WINTER		% HOT STAB	40.0			% MCY	1.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE

IN GRAMS PER MILE

SPEED MPH	TEMPERATURE IN DEGREES FAHRENHEIT				
	65	70	75	80	85
IDLE*	4.15	3.53	3.01	2.67	2.49
3	82.97	70.52	60.29	53.34	49.80
5	51.92	44.44	38.31	34.19	32.15
10	26.66	22.93	19.87	17.82	16.81
15	17.91	15.42	13.38	12.02	11.35
20	13.56	11.69	10.16	9.14	8.65
25	10.96	9.47	8.25	7.43	7.04
30	9.22	7.97	6.96	6.28	5.96
35	7.96	6.89	6.02	5.45	5.17
40	7.03	6.10	5.34	4.84	4.60
45	6.38	5.55	4.87	4.43	4.22
50	5.99	5.25	4.64	4.25	4.07
55	5.98	5.30	4.76	4.41	4.26
60	6.94	6.30	5.81	5.53	5.45
65	10.89	10.27	9.82	9.69	9.80

\*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES



1ENV028F1.1  
9/27/99

CALTRANS DIVISION OF  
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1  
EMFAC7F1.1

9/27/99

EMFAC7F1.1 RATES AS OF 1/25/94  
TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2005

YEAR: 2005	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: WINTER		% HOT STAB	40.0			% MCY	1.0		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS URBAN BUS			HEAVY DUTY TRUCKS			MCY
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	ALL
% VMT	0.34	99.56	0.10	0.00	99.89	0.11	0.06	99.94	100.00	14.28	85.72	100.00	100.00
% TRIP	0.34	99.56	0.10	0.00	99.89	0.11	0.06	99.94	100.00	14.28	85.72	100.00	100.00
% VEH	0.73	99.06	0.21	0.00	99.75	0.25	0.16	99.84	100.00	20.18	79.82	100.00	100.00

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RUN DATES: ENV028F1.1

9/27/99

EMFAC7F1.1 RATES AS OF 1/25/94  
TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2005

YEAR: 2005	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: WINTER		% HOT STAB	40.0			% MCY	1.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE

IN GRAMS PER MILE

SPEED MPH	65	70	75	80	85
IDLE*	2.59	2.24	1.95	1.76	1.66
3	51.82	44.74	38.99	35.11	33.27
5	32.89	28.65	25.21	22.92	21.87
10	17.15	15.04	13.33	12.19	11.68
15	11.56	10.14	9.00	8.25	7.91
20	8.74	7.68	6.82	6.26	6.01
25	7.06	6.21	5.53	5.08	4.88
30	5.94	5.23	4.66	4.29	4.13
35	5.14	4.54	4.05	3.73	3.59
40	4.57	4.04	3.62	3.34	3.22
45	4.18	3.71	3.34	3.09	2.99
50	3.98	3.56	3.22	3.01	2.92
55	4.04	3.66	3.36	3.17	3.11
60	4.67	4.32	4.05	3.90	3.87
65	6.99	6.66	6.44	6.36	6.41

\*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES

1ENV028F1.1  
9/27/99

CALTRANS DIVISION OF  
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1  
EMFAC7F1.1

TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2000  
EMFAC7F1.1 RATES AS OF 1/25/94

YEAR: 2000	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: SUMMER		% HOT STAB	40.0			% MCY	1.0		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS URBAN BUS			HEAVY DUTY TRUCKS			MCY ALL
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	
% VMT	1.16	98.58	0.26	0.16	99.54	0.30	1.04	98.96	100.00	19.57	80.43	100.00	100.00
% TRIP	1.16	98.58	0.26	0.16	99.54	0.30	1.04	98.96	100.00	19.57	80.43	100.00	100.00
% VEH	2.38	97.15	0.47	0.39	99.03	0.58	2.84	97.16	100.00	31.08	68.92	100.00	100.00

1ENV028F1.1  
9/27/99

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RUN DATES: ENV028F1.1

NEW TECHNOLOGY, MATERIALS AND RESEARCH

EMFAC7F1.1

TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2000  
EMFAC7F1.1 RATES AS OF 1/25/94

YEAR: 2000	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: SUMMER		% HOT STAB	40.0			% MCY	1.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE

IN GRAMS PER MILE

SPEED MPH	TEMPERATURE IN DEGREES FAHRENHEIT				
	65	70	75	80	85
IDLE*	4.15	3.53	3.01	2.67	2.49
3	82.97	70.52	60.29	53.34	49.80
5	51.92	44.44	38.31	34.19	32.15
10	26.66	22.93	19.87	17.82	16.81
15	17.91	15.42	13.38	12.02	11.35
20	13.56	11.69	10.16	9.14	8.65
25	10.96	9.47	8.25	7.43	7.04
30	9.22	7.97	6.96	6.28	5.96
35	7.96	6.89	6.02	5.45	5.17
40	7.03	6.10	5.34	4.84	4.60
45	6.38	5.55	4.87	4.43	4.22
50	5.99	5.25	4.64	4.25	4.07
55	5.98	5.30	4.76	4.41	4.26
60	6.94	6.30	5.81	5.53	5.45
65	10.89	10.27	9.82	9.69	9.80

\*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES

1ENV028F1.1  
9/27/99

CALTRANS DIVISION OF  
NEW TECHNOLOGY, MATERIALS AND RESEARCH

RUN DATES: ENV028F1.1  
EMFAC7F1.1

9/27/99

EMFAC7F1.1 RATES AS OF 1/25/94  
TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2005

YEAR: 2005	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: SUMMER		% HOT STAB	40.0			% MCY	1.0		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS URBAN BUS			HEAVY DUTY TRUCKS			MCY
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	ALL
% VMT	0.34	99.56	0.10	0.00	99.89	0.11	0.06	99.94	100.00	14.28	85.72	100.00	100.00
% TRIP	0.34	99.56	0.10	0.00	99.89	0.11	0.06	99.94	100.00	14.28	85.72	100.00	100.00
% VEH	0.73	99.06	0.21	0.00	99.75	0.25	0.16	99.84	100.00	20.18	79.82	100.00	100.00

1ENV028F1.1  
9/27/99

CALTRANS DIVISION OF  
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RUN DATES: ENV028F1.1  
EMFAC7F1.1

9/27/99

EMFAC7F1.1 RATES AS OF 1/25/94  
TIME RATE ADJUSTMENT BAGS 1 & 3 Metlox Civic Center 2005

YEAR: 2005	DEWPOINT: 10	% COLD STARTS	50.0	% LDA	70.0	% LDT	26.0	% MDT	2.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS	10.0	% UBD	0.5	% HDG	0.0	% HDD	0.5
SEASON: SUMMER		% HOT STAB	40.0			% MCY	1.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE

IN GRAMS PER MILE

SPEED MPH	TEMPERATURE IN DEGREES FAHRENHEIT				
	65	70	75	80	85
IDLE*	2.59	2.24	1.95	1.76	1.66
3	51.82	44.74	38.99	35.11	33.27
5	32.89	28.65	25.21	22.92	21.87
10	17.15	15.04	13.33	12.19	11.68
15	11.56	10.14	9.00	8.25	7.91
20	8.74	7.68	6.82	6.26	6.01
25	7.06	6.21	5.53	5.08	4.88
30	5.94	5.23	4.66	4.29	4.13
35	5.14	4.54	4.05	3.73	3.59
40	4.57	4.04	3.62	3.34	3.22
45	4.18	3.71	3.34	3.09	2.99
50	3.98	3.56	3.22	3.01	2.92
55	4.04	3.66	3.36	3.17	3.11
60	4.67	4.32	4.05	3.90	3.87
65	6.99	6.66	6.44	6.36	6.41

\*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES

CAL3QHC (93157)  
 IBM-PC VERSION (2.02)  
 (C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
 SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIGMANEX.DAT

RUN BEGIN ON 09/27/00 AT 16:52

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
 U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 11.4 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
	X1	Y1	X2	Y2							
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	532.	13.6	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	588.	13.6	0.0	38.0	
3. nbq	506.0	476.0	506.0	400.4	76.	180. AG	289.	100.0	0.0	18.0	0.69 3.8
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	325.	13.6	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	287.	13.6	0.0	38.0	
6. sbq	494.0	512.0	494.0	558.2	45.	360. AG	289.	100.0	0.0	18.0	0.42 2.3
7. eba	0.0	488.0	500.0	488.0	500.	90. AG	373.	13.6	0.0	53.3	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	498.	13.6	0.0	53.3	
9. ebq	488.0	488.0	456.5	488.0	32.	270. AG	690.	100.0	0.0	33.3	0.29 1.6
10. wba	1000.0	506.0	500.0	506.0	500.	270. AG	327.	13.6	0.0	36.7	
11. wbd	500.0	506.0	0.0	506.0	500.	270. AG	184.	13.6	0.0	36.7	
12. wbq	512.0	506.0	557.4	506.0	55.	90. AG	345.	100.0	0.0	16.7	0.51 2.8

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM Existing

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ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	26	3.0	532	1600	249.00	3	3
6. sbq	60	26	3.0	325	1600	249.00	3	3
9. ebq	60	31	3.0	373	1600	249.00	3	3
12. wbq	60	31	3.0	327	1600	249.00	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)		
	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM Existing

PAGE 3

MODEL RESULTS

REMARKS : In search of the angle corresponding to  
 the maximum concentration, only the first  
 angle, of the angles with same maximum  
 concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
 ANGLE \* (PPM)

(DEGR)	REC1	REC2	REC3	REC4
0.	11.8	11.9	14.2	12.9
10.	12.3	11.4	14.9	12.4
20.	12.1	11.4	14.9	12.4
30.	12.0	11.4	13.8	12.3
40.	12.3	11.4	13.2	11.9
50.	12.6	11.4	13.3	11.8
60.	12.7	11.4	13.3	11.9
70.	12.5	11.4	13.1	12.0
80.	12.5	11.4	13.1	12.1
90.	13.0	11.7	12.8	11.8
100.	13.7	12.2	12.4	11.4
110.	14.1	12.1	12.4	11.4
120.	13.4	12.3	12.4	11.4
130.	12.7	12.6	12.4	11.4

CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
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SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIGMANNP.DAT

RUN BEGIN ON 09/27/00 AT 17:06

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM 2005 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S ZO = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000' M AMB = 8.1 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	589.	8.7	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	801.	8.7	0.0	38.0	
3. nbq	506.0	476.0	506.0	389.5	86.	180. AG	181.	100.0	0.0	18.0	0.76
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	360.	8.7	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	185.	8.7	0.0	38.0	
6. sbq	494.0	512.0	494.0	563.2	51.	360. AG	181.	100.0	0.0	18.0	0.47
7. eba	0.0	488.0	500.0	488.0	500.	90. AG	429.	8.7	0.0	53.3	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	550.	8.7	0.0	53.3	
9. ebq	488.0	488.0	451.7	488.0	36.	270. AG	431.	100.0	0.0	33.3	0.33
10. wba	1000.0	506.0	500.0	506.0	500.	270. AG	361.	8.7	0.0	36.7	
11. wbd	500.0	506.0	0.0	506.0	500.	270. AG	203.	8.7	0.0	36.7	
12. wbq	512.0	506.0	573.2	506.0	61.	90. AG	215.	100.0	0.0	16.7	0.56

PAGE 2

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM 2005 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	26	3.0	589	1600	155.40	3	3
6. sbq	60	26	3.0	360	1600	155.40	3	3
9. ebq	60	31	3.0	429	1600	155.40	3	3
12. wbq	60	31	3.0	361	1600	155.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM 2005 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION

ANGLE * (DEGR)	REC1	REC2	REC3	REC4
0.	8.4	8.5	9.9	9.2
10.	8.8	8.1	10.3	8.7
20.	8.7	8.1	10.2	8.8
30.	8.7	8.1	9.6	8.8
40.	8.7	8.1	9.4	8.7
50.	8.9	8.1	9.3	8.5
60.	9.0	8.1	9.6	8.4
70.	8.9	8.1	9.2	8.5
80.	8.9	8.1	9.0	8.6
90.	9.2	8.3	8.9	8.3
100.	9.8	8.7	8.6	8.1
110.	10.0	8.6	8.8	8.1
120.	9.5	8.9	8.8	8.1
130.	9.0	9.0	8.9	8.1

140.	*	12.8	12.8	12.6	11.4
150.	*	13.5	12.8	12.2	11.4
160.	*	14.4	12.7	12.2	11.4
170.	*	14.3	12.6	12.1	11.4
180.	*	13.7	13.1	11.8	11.8
190.	*	12.8	14.1	11.4	12.3
200.	*	12.1	14.2	11.4	12.5
210.	*	11.8	13.4	11.4	12.9
220.	*	11.7	13.3	11.4	12.8
230.	*	11.7	13.6	11.4	12.7
240.	*	11.7	13.5	11.4	12.6
250.	*	11.9	13.2	11.4	12.5
260.	*	11.9	13.0	11.4	12.5
270.	*	11.6	12.7	11.6	12.7
280.	*	11.4	12.4	11.9	13.4
290.	*	11.4	12.5	11.8	14.1
300.	*	11.4	12.3	11.7	14.1
310.	*	11.4	12.0	11.7	13.3
320.	*	11.4	11.9	11.9	12.9
330.	*	11.4	12.0	12.2	12.9
340.	*	11.4	12.1	12.7	13.3
350.	*	11.4	12.3	13.4	13.5
360.	*	11.8	11.9	14.2	12.9
-----					
MAX	*	14.4	14.2	14.9	14.1
DEGR.	*	160	200	10	290

THE HIGHEST CONCENTRATION IS 14.90 PPM AT 10 DEGREES FROM REC3 .

1

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM Existing

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		160	200	10	290
1	*	0.4	0.4	0.0	0.2
2	*	0.0	0.1	0.5	0.0
3	*	0.8	0.9	0.0	0.8
4	*	0.1	0.0	0.3	0.0
5	*	0.2	0.2	0.0	0.1
6	*	0.0	0.0	0.4	0.0
7	*	0.1	0.0	0.2	0.3
8	*	0.0	0.2	0.0	0.1
9	*	1.3	0.0	2.0	1.1
10	*	0.0	0.1	0.0	0.0
11	*	0.1	0.0	0.1	0.1
12	*	0.0	0.9	0.0	0.0

RUN ENDED ON 09/27/00 AT 16:52

CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
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SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIGMANP.DAT

RUN BEGIN ON 09/27/00 AT 17:08

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM 2005 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.1 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	BF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	595.	8.7	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	805.	8.7	0.0	38.0	
3. nbq	506.0	476.0	506.0	387.6	88.	180. AG	181.	100.0	0.0	18.0	0.77 4.5
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	367.	8.7	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	188.	8.7	0.0	38.0	
6. sbq	494.0	512.0	494.0	564.2	52.	360. AG	181.	100.0	0.0	18.0	0.47 2.7
7. eba	0.0	488.0	500.0	488.0	500.	90. AG	437.	8.7	0.0	53.3	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	563.	8.7	0.0	53.3	
9. ebq	488.0	488.0	451.1	488.0	37.	270. AG	431.	100.0	0.0	33.3	0.34 1.9
10. wba	1000.0	506.0	500.0	506.0	500.	270. AG	364.	8.7	0.0	36.7	
11. wbd	500.0	506.0	0.0	506.0	500.	270. AG	207.	8.7	0.0	36.7	
12. wbq	512.0	506.0	573.7	506.0	62.	90. AG	215.	100.0	0.0	16.7	0.57 3.1

PAGE 2

JOB: Metlox Civic Center  
ADDITIONAL QUEUE LINK PARAMETERS

RUN: Highland/Manhattan Beach AM 2005 Project

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	26	3.0	595	1600	155.40	3	3
6. sbq	60	26	3.0	367	1600	155.40	3	3
9. ebq	60	31	3.0	437	1600	155.40	3	3
12. wbq	60	31	3.0	364	1600	155.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. RW	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM 2005 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)

(DEGR) * REC1	REC2	REC3	REC4
0. *	8.4	8.5	9.9 9.2
10. *	8.8	8.1	10.3 8.7
20. *	8.7	8.1	10.2 8.8
30. *	8.8	8.1	9.6 8.8
40. *	8.9	8.1	9.4 8.7
50. *	8.9	8.1	9.3 8.5
60. *	9.0	8.1	9.6 8.4
70. *	8.9	8.1	9.2 8.5
80. *	8.9	8.1	9.3 8.6
90. *	9.3	8.3	8.9 8.3
100. *	9.8	8.7	8.7 8.1
110. *	10.0	8.6	8.8 8.1
120. *	9.5	8.9	8.8 8.1
130. *	9.0	9.0	8.9 8.1

140.	*	9.0	9.0	8.9	8.1
150.	*	9.5	8.9	8.7	8.1
160.	*	10.0	8.9	8.6	8.1
170.	*	10.0	8.9	8.5	8.1
180.	*	9.6	9.2	8.3	8.3
190.	*	9.3	9.9	8.1	8.7
200.	*	8.9	10.0	8.1	8.9
210.	*	8.5	9.5	8.1	9.1
220.	*	8.4	9.4	8.1	9.0
230.	*	8.3	9.5	8.1	8.9
240.	*	8.4	9.7	8.1	9.0
250.	*	8.4	9.4	8.1	8.8
260.	*	8.4	9.1	8.1	8.8
270.	*	8.3	9.0	8.3	9.0
280.	*	8.1	8.8	8.5	9.5
290.	*	8.1	8.8	8.4	10.0
300.	*	8.1	8.8	8.4	9.9
310.	*	8.1	8.7	8.4	9.4
320.	*	8.1	8.6	8.5	9.1
330.	*	8.1	8.6	8.8	9.2
340.	*	8.1	8.8	9.2	9.6
350.	*	8.1	8.9	9.4	9.5
360.	*	8.4	8.5	9.9	9.2
-----					
MAX	*	10.0	10.0	10.3	10.0
DEGR.	*	110	200	10	290

THE HIGHEST CONCENTRATION IS 10.28 PPM AT 10 DEGREES FROM REC3 .

1

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM 2005 Base

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		* CO/LINK (PPM)			
		* ANGLE (DEGREES)			
		* REC1	* REC2	* REC3	* REC4
LINK #	*	110	200	10	290
1	*	0.0	0.3	0.0	0.2
2	*	0.2	0.1	0.4	0.0
3	*	0.0	0.6	0.0	0.5
4	*	0.1	0.0	0.2	0.0
5	*	0.0	0.1	0.0	0.0
6	*	0.5	0.0	0.3	0.0
7	*	0.0	0.0	0.1	0.2
8	*	0.2	0.1	0.0	0.1
9	*	0.0	0.0	1.2	0.8
10	*	0.2	0.1	0.0	0.0
11	*	0.0	0.0	0.0	0.1
12	*	0.7	0.6	0.0	0.0

RUN ENDED ON 09/27/00 AT 17:06



CAL3QHC (93157)  
 IBM-PC VERSION (2.02)  
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 SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\SEPMANEX.DAT

RUN BEGIN ON 09/27/00 AT 16:39

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM Existing

# SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
 U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 11.4 PPM

# LINK VARIABLES

LINK DESCRIPTION	* X1	Y1	X2	Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (g/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.	360. AG	3024.	13.6	0.0	56.0	
2. nbd	524.0	500.0	524.0	1000.0	500.	360. AG	3174.	13.6	0.0	56.0	
3. nbq	524.0	464.0	524.0	393.7	70.	180. AG	757.	100.0	0.0	36.0	0.75 3.6
4. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1049.	13.6	0.0	56.0	
5. sbd	476.0	500.0	476.0	0.0	500.	180. AG	1087.	13.6	0.0	56.0	
6. sbq	476.0	536.0	476.0	560.4	24.	360. AG	757.	100.0	0.0	36.0	0.26 1.2
7. eba	0.0	482.0	500.0	482.0	500.	90. AG	837.	13.6	0.0	50.0	
8. ebd	500.0	482.0	1000.0	482.0	500.	90. AG	772.	13.6	0.0	50.0	
9. ebq	452.0	482.0	388.0	482.0	64.	270. AG	1336.	100.0	0.0	30.0	0.70 3.3
10. wba	1000.0	518.0	500.0	518.0	500.	270. AG	823.	13.6	0.0	50.0	
11. wbd	500.0	518.0	0.0	518.0	500.	270. AG	700.	13.6	0.0	50.0	
12. wbq	548.0	518.0	610.1	518.0	62.	90. AG	1336.	100.0	0.0	30.0	0.69 3.2

PAGE 2

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM Existing

# ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	17	3.0	3024	1600	249.00	3	3
6. sbq	60	17	3.0	1049	1600	249.00	3	3
9. ebq	60	40	3.0	837	1600	249.00	3	3
12. wbq	60	40	3.0	823	1600	249.00	3	3

# RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z	*
1. nw	432.0	556.0	5.4	*
2. sb	568.0	556.0	5.4	*
3. eb	432.0	444.0	5.4	*
4. wb	568.0	444.0	5.4	*

PAGE 3

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM Existing

# MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION	ANGLE * (PPM)	(DEGR) * REC1	REC2	REC3	REC4
0.	11.8	12.3	15.9	15.6	
10.	12.9	11.4	17.5	14.6	
20.	13.4	11.4	17.6	14.5	
30.	13.2	11.4	15.9	13.4	
40.	13.0	11.4	14.5	12.4	
50.	12.8	11.4	14.4	12.1	
60.	12.7	11.4	15.4	12.2	
70.	12.8	11.4	15.2	12.4	
80.	13.2	11.4	14.8	12.3	
90.	15.1	11.7	14.3	11.7	
100.	17.5	12.4	14.0	11.4	
110.	16.9	12.5	14.0	11.4	
120.	14.7	13.0	13.4	11.4	
130.	14.1	14.2	12.9	11.4	

140.	*	9.0	9.0	8.9	8.1
150.	*	9.5	8.9	8.7	8.1
160.	*	10.0	8.9	8.6	8.1
170.	*	10.0	8.9	8.5	8.1
180.	*	9.6	9.3	8.3	8.3
190.	*	9.3	9.9	8.1	8.7
200.	*	8.9	10.0	8.1	8.9
210.	*	8.6	9.5	8.1	9.1
220.	*	8.4	9.4	8.1	9.0
230.	*	8.3	9.5	8.1	8.9
240.	*	8.4	9.7	8.1	9.0
250.	*	8.4	9.5	8.1	8.8
260.	*	8.4	9.1	8.1	8.8
270.	*	8.3	9.0	8.3	9.0
280.	*	8.1	8.8	8.5	9.5
290.	*	8.1	8.8	8.4	10.0
300.	*	8.1	8.8	8.4	9.9
310.	*	8.1	8.8	8.5	9.4
320.	*	8.1	8.6	8.5	9.1
330.	*	8.1	8.6	8.8	9.2
340.	*	8.1	8.8	9.2	9.7
350.	*	8.1	8.9	9.4	9.6
360.	*	8.4	8.5	9.9	9.2
-----					
MAX	*	10.0	10.0	10.3	10.0
DEGR.	*	110	200	10	290

THE HIGHEST CONCENTRATION IS 10.28 PPM AT 10 DEGREES FROM REC3 .

1

JOB: Metlox Civic Center

RUN: Highland/Manhattan Beach AM 2005 Project

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		110	200	10	290
1	*	0.0	0.3	0.0	0.2
2	*	0.2	0.1	0.4	0.0
3	*	0.0	0.6	0.0	0.5
4	*	0.1	0.0	0.2	0.0
5	*	0.0	0.1	0.0	0.0
6	*	0.5	0.0	0.3	0.0
7	*	0.0	0.0	0.1	0.2
8	*	0.2	0.1	0.0	0.1
9	*	0.0	0.0	1.2	0.8
10	*	0.2	0.1	0.0	0.0
11	*	0.0	0.0	0.0	0.1
12	*	0.7	0.6	0.0	0.0

RUN ENDED ON 09/27/00 AT 17:08

CAL3QHC (93157)  
 IEM-PC VERSION (2.02)  
 (C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
 SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\SEPMANNP.DAT

RUN BEGIN ON 09/27/00 AT 17:15

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM 2005 Base

# SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S ZO = 114. CM  
 U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.1 PPM

# LINK VARIABLES

LINK DESCRIPTION	* X1	LINK COORDINATES (FT) Y1 X2	* Y2	* LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C (VEH)	QUEUE (VEH)
1. nba	*	524.0 0.0	524.0	500.0 *	500.	360. AG	3339.	8.7	0.0	56.0	
2. nbd	*	524.0 500.0	524.0	1000.0 *	500.	360. AG	3507.	8.7	0.0	56.0	
3. nbq	*	524.0 464.0	524.0	375.4 *	89.	180. AG	472.	100.0	0.0	36.0	0.82 4.5
4. sba	*	476.0 1000.0	476.0	500.0 *	500.	180. AG	1158.	8.7	0.0	56.0	
5. sbd	*	476.0 500.0	476.0	0.0 *	500.	180. AG	1200.	8.7	0.0	56.0	
6. sbq	*	476.0 536.0	476.0	562.9 *	27.	360. AG	472.	100.0	0.0	36.0	0.29 1.4
7. eba	*	0.0 482.0	500.0	482.0 *	500.	90. AG	924.	8.7	0.0	50.0	
8. ebd	*	500.0 482.0	1000.0	482.0 *	500.	90. AG	850.	8.7	0.0	50.0	
9. ebq	*	452.0 482.0	374.9	482.0 *	77.	270. AG	834.	100.0	0.0	30.0	0.77 3.9
10. wba	*	1000.0 518.0	500.0	518.0 *	500.	270. AG	909.	8.7	0.0	50.0	
11. wbd	*	500.0 518.0	0.0	518.0 *	500.	270. AG	773.	8.7	0.0	50.0	
12. wbq	*	548.0 518.0	622.5	518.0 *	75.	90. AG	834.	100.0	0.0	30.0	0.76 3.8

PAGE 2

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM 2005 Base

# ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	*	60	17	3.0	3339	1600	155.40	3 3
6. sbq	*	60	17	3.0	1158	1600	155.40	3 3
9. ebq	*	60	40	3.0	924	1600	155.40	3 3
12. wbq	*	60	40	3.0	909	1600	155.40	3 3

# RECEPTOR LOCATIONS

RECEPTOR	* X	COORDINATES (FT) Y Z	* Z
1. nw	*	432.0 556.0	5.4 *
2. sb	*	568.0 556.0	5.4 *
3. eb	*	432.0 444.0	5.4 *
4. wb	*	568.0 444.0	5.4 *

PAGE 3

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM 2005 Base

# MODEL RESULTS

REMARKS : In search of the angle corresponding to  
 the maximum concentration, only the first  
 angle, of the angles with same maximum  
 concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION

ANGLE \* (PPM)  
 (DEGR)\* REC1 REC2 REC3 REC4

0.	*	8.3	8.7	11.0	10.9
10.	*	9.1	8.1	12.1	10.2
20.	*	9.5	8.1	12.3	10.2
30.	*	9.4	8.1	11.3	9.9
40.	*	9.3	8.1	10.1	9.2
50.	*	9.0	8.1	10.2	8.7
60.	*	9.1	8.1	10.9	8.6
70.	*	9.3	8.1	10.9	8.8
80.	*	9.5	8.1	10.4	8.7
90.	*	10.7	8.3	10.1	8.3
100.	*	12.4	8.8	9.9	8.1
110.	*	11.9	9.1	9.9	8.1
120.	*	10.2	9.8	9.8	8.1
130.	*	10.1	10.7	9.4	8.1

140.	*	14.6	15.4	12.9	11.4
150.	*	14.9	15.9	13.2	11.4
160.	*	14.9	15.5	13.5	11.4
170.	*	15.8	15.5	12.9	11.4
180.	*	15.0	16.5	11.8	12.2
190.	*	14.5	19.2	11.4	13.9
200.	*	14.5	19.0	11.4	14.1
210.	*	13.5	16.6	11.4	14.0
220.	*	12.4	15.0	11.4	14.6
230.	*	12.1	14.7	11.4	15.0
240.	*	12.2	15.6	11.4	15.1
250.	*	12.3	15.5	11.4	14.8
260.	*	12.3	14.9	11.4	14.7
270.	*	11.6	14.1	11.7	15.7
280.	*	11.4	13.0	12.3	17.8
290.	*	11.4	12.9	12.5	17.0
300.	*	11.4	13.0	13.1	14.8
310.	*	11.4	13.1	14.4	14.2
320.	*	11.4	13.4	15.6	14.4
330.	*	11.4	13.6	15.9	14.5
340.	*	11.4	14.0	15.5	15.5
350.	*	11.4	13.9	15.4	16.8
360.	*	11.8	12.3	15.9	15.6
-----					
MAX	*	17.5	19.2	17.6	17.8
DEGR.	*	100	190	20	280

THE HIGHEST CONCENTRATION IS 19.20 PPM AT 190 DEGREES FROM REC2 .

1

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM Existing

PAGE 4

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		100	190	20	280
1	*	0.0	2.4	0.0	1.1
2	*	0.8	0.1	1.4	0.0
3	*	0.0	0.9	0.0	1.9
4	*	0.4	0.0	0.6	0.0
5	*	0.0	0.4	0.1	0.3
6	*	1.8	0.0	0.7	0.0
7	*	0.0	0.0	0.3	0.7
8	*	0.4	0.2	0.0	0.1
9	*	0.0	0.0	2.9	2.0
10	*	0.7	0.3	0.0	0.0
11	*	0.1	0.0	0.2	0.3
12	*	1.9	3.5	0.0	0.0

RUN ENDED ON 09/27/00 AT 16:39

CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\SEPMANP.DAT

RUN BEGIN CN 09/27/00 AT 17:17

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM 2005Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 9.1 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.0	360. AG	3342.	8.7	0.0	56.0	
2. nbd	524.0	500.0	524.0	1000.0	500.0	360. AG	3507.	8.7	0.0	56.0	
3. nbq	524.0	464.0	524.0	375.1	89.	180. AG	472.	100.0	0.0	36.0	0.82 4.5
4. sba	476.0	1000.0	476.0	500.0	500.0	180. AG	1159.	8.7	0.0	56.0	
5. sbd	476.0	500.0	476.0	0.0	500.0	180. AG	1201.	8.7	0.0	56.0	
6. sbq	476.0	536.0	476.0	562.9	27.	360. AG	472.	100.0	0.0	36.0	0.29 1.4
7. eba	0.0	482.0	500.0	482.0	500.0	90. AG	935.	8.7	0.0	50.0	
8. ebd	500.0	482.0	1000.0	482.0	500.0	90. AG	860.	8.7	0.0	50.0	
9. ebq	452.0	482.0	373.3	482.0	79.	270. AG	834.	100.0	0.0	30.0	0.78 4.0
10. wba	1000.0	518.0	500.0	518.0	500.0	270. AG	930.	8.7	0.0	50.0	
11. wbd	500.0	518.0	0.0	518.0	500.0	270. AG	798.	8.7	0.0	50.0	
12. wbq	548.0	518.0	626.2	518.0	78.	90. AG	834.	100.0	0.0	30.0	0.78 4.0

PAGE 2

JOB: Metlox Civic Center  
ADDITIONAL QUEUE LINK PARAMETERS

RUN: Sepulveda/Manhattan Beach AM 2005Project

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	17	3.0	3342	1600	155.40	3	3
6. sbq	60	17	3.0	1159	1600	155.40	3	3
9. ebq	60	40	3.0	935	1600	155.40	3	3
12. wbq	60	40	3.0	930	1600	155.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	432.0	556.0	5.4
2. sb	568.0	556.0	5.4
3. eb	432.0	444.0	5.4
4. wb	568.0	444.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM 2005Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION

ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	8.3	8.7	11.1	10.9
10.	9.1	8.1	12.1	10.2
20.	9.5	8.1	12.3	10.2
30.	9.4	8.1	11.3	10.0
40.	9.3	8.1	10.1	9.4
50.	9.0	8.1	10.2	8.8
60.	9.1	8.1	10.9	8.7
70.	9.3	8.1	11.0	8.8
80.	9.5	8.1	10.5	8.8
90.	10.8	8.3	10.1	8.3
100.	12.5	8.8	9.9	8.1
110.	12.0	9.2	9.9	8.1
120.	10.3	10.0	9.8	8.1
130.	10.1	10.8	9.4	8.1

140.	*	10.2	11.1	9.3	8.1
150.	*	10.7	11.0	9.3	8.1
160.	*	10.8	10.8	9.5	8.1
170.	*	11.0	10.7	9.2	8.1
180.	*	10.5	11.5	8.3	8.7
190.	*	10.2	13.4	8.1	9.9
200.	*	10.2	13.3	8.1	10.2
210.	*	10.0	11.7	8.1	10.3
220.	*	9.3	10.5	8.1	10.7
230.	*	8.8	10.4	8.1	10.6
240.	*	8.7	11.0	8.1	10.6
250.	*	8.8	11.0	8.1	10.4
260.	*	8.7	10.5	8.1	10.3
270.	*	8.3	10.1	8.3	10.9
280.	*	8.1	9.3	8.8	12.5
290.	*	8.1	9.1	9.1	11.9
300.	*	8.1	9.2	9.9	10.3
310.	*	8.1	9.3	10.8	10.2
320.	*	8.1	9.5	11.1	10.2
330.	*	8.1	9.7	11.1	10.4
340.	*	8.1	10.0	10.8	10.8
350.	*	8.1	10.0	10.6	11.7
360.	*	8.3	8.7	11.0	10.9
-----					
MAX	*	12.4	13.4	12.3	12.5
DEGR.	*	100	190	20	280

THE HIGHEST CONCENTRATION IS 13.38 PPM AT 190 DEGREES FROM REC2 .

1

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM 2005 Base

PAGE 4

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #	*	100	190	20	280
1	*	0.0	1.7	0.0	0.8
2	*	0.6	0.0	1.0	0.0
3	*	0.0	0.7	0.0	1.2
4	*	0.3	0.0	0.4	0.0
5	*	0.0	0.3	0.1	0.2
6	*	1.2	0.0	0.5	0.0
7	*	0.0	0.0	0.2	0.5
8	*	0.3	0.2	0.0	0.0
9	*	0.0	0.0	1.8	1.5
10	*	0.5	0.2	0.0	0.0
11	*	0.0	0.0	0.2	0.2
12	*	1.4	2.2	0.0	0.0

RUN ENDED ON 09/27/00 AT 17:15

CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\ARDMANEX.DAT

RUN BEGIN ON 09/27/00 AT 16:50

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Existing

#### SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S ZO = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 11.4 PPM

#### LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	1008.	13.6	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	931.	13.6	0.0	38.0	
3. nbq	506.0	476.0	506.0	-1345.4	1821.	180. AG	256.	100.0	0.0	18.0	1.18 92.5
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	382.	13.6	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	351.	13.6	0.0	38.0	
6. sbq	494.0	512.0	494.0	560.1	48.	360. AG	256.	100.0	0.0	18.0	0.45 2.4
7. eba	0.0	488.0	500.0	488.0	500.	90. AG	475.	13.6	0.0	53.3	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	568.	13.6	0.0	53.3	
9. ebq	488.0	488.0	444.0	488.0	44.	270. AG	757.	100.0	0.0	33.3	0.42 2.2
10. wba	1000.0	506.0	500.0	506.0	500.	270. AG	477.	13.6	0.0	36.7	
11. wbd	500.0	506.0	0.0	506.0	500.	270. AG	492.	13.6	0.0	36.7	
12. wbq	512.0	506.0	624.6	506.0	113.	90. AG	378.	100.0	0.0	16.7	0.85 5.7

PAGE 2

JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Existing

#### ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	23	3.0	1008	1600	249.00	3	3
6. sbq	60	23	3.0	382	1600	249.00	3	3
9. ebq	60	34	3.0	475	1600	249.00	3	3
12. wbq	60	34	3.0	477	1600	249.00	3	3

#### RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Existing

#### MODEL RESULTS

REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND * CONCENTRATION	ANGLE * (DEGR)	REC1	REC2	REC3	REC4
0.	11.9	12.1	14.6	13.3	
10.	12.5	11.5	15.6	12.7	
20.	12.3	11.4	15.3	12.6	
30.	12.3	11.4	14.3	12.7	
40.	12.5	11.4	13.8	12.8	
50.	12.7	11.4	13.9	12.8	
60.	12.8	11.4	14.1	12.7	
70.	12.7	11.4	14.1	12.4	
80.	12.6	11.4	13.6	12.3	
90.	13.5	12.0	13.0	11.8	
100.	14.8	12.8	12.5	11.4	
110.	15.0	13.5	12.5	11.4	
120.	14.0	13.5	12.6	11.4	
130.	13.2	13.3	12.8	11.4	

140.	*	10.2	11.1	9.3	8.1
150.	*	10.7	11.1	9.3	8.1
160.	*	10.8	10.8	9.5	8.1
170.	*	11.0	10.7	9.2	8.1
180.	*	10.5	11.5	8.3	8.7
190.	*	10.2	13.4	8.1	9.9
200.	*	10.2	13.3	8.1	10.2
210.	*	10.0	11.7	8.1	10.4
220.	*	9.3	10.5	8.1	10.8
230.	*	8.8	10.4	8.1	10.6
240.	*	8.7	11.0	8.1	10.6
250.	*	8.8	11.0	8.1	10.4
260.	*	8.7	10.5	8.1	10.3
270.	*	8.3	10.1	8.3	10.9
280.	*	8.1	9.3	8.8	12.5
290.	*	8.1	9.1	9.1	12.0
300.	*	8.1	9.2	10.0	10.3
310.	*	8.1	9.3	10.8	10.2
320.	*	8.1	9.5	11.1	10.2
330.	*	8.1	9.7	11.1	10.4
340.	*	8.1	10.0	10.9	10.8
350.	*	8.1	10.0	10.6	11.7
360.	*	8.3	8.7	11.1	10.9
-----					
MAX	*	12.5	13.4	12.3	12.5
DEGR.	*	100	190	20	280

THE HIGHEST CONCENTRATION IS 13.38 PPM AT 190 DEGREES FROM REC2 .

1

JOB: Metlox Civic Center

RUN: Sepulveda/Manhattan Beach AM 2005Project

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		100	190	20	280
1	*	0.0	1.7	0.0	0.8
2	*	0.6	0.0	1.0	0.0
3	*	0.0	0.7	0.0	1.2
4	*	0.3	0.0	0.4	0.0
5	*	0.0	0.3	0.1	0.2
6	*	1.2	0.0	0.5	0.0
7	*	0.0	0.0	0.2	0.5
8	*	0.3	0.2	0.0	0.0
9	*	0.0	0.0	1.8	1.5
10	*	0.5	0.2	0.0	0.0
11	*	0.0	0.0	0.2	0.2
12	*	1.5	2.2	0.0	0.0

RUN ENDED ON 09/27/00 AT 17:17



CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\ARDMANNP.DAT

RUN BEGIN ON 09/27/00 AT 17:10

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Base

# SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AME = 8.1 PPM

# LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	1111.	8.7	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	1023.	8.7	0.0	38.0	
3. nbq	506.0	476.0	506.0	-2389.4	2865.	180. AG	160.	100.0	0.0	18.0	1.30 145.6
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	422.	8.7	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	385.	8.7	0.0	38.0	
6. sbq	494.0	512.0	494.0	565.1	53.	360. AG	160.	100.0	0.0	18.0	0.49 2.7
7. eba	0.0	488.0	500.0	488.0	500.	90. AG	508.	8.7	0.0	53.3	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	614.	8.7	0.0	53.3	
9. ebq	488.0	488.0	440.8	488.0	47.	270. AG	472.	100.0	0.0	33.3	0.45 2.4
10. wba	1000.0	506.0	500.0	506.0	500.	270. AG	524.	8.7	0.0	36.7	
11. wbd	500.0	506.0	0.0	506.0	500.	270. AG	543.	8.7	0.0	36.7	
12. wbq	512.0	506.0	670.5	506.0	158.	90. AG	236.	100.0	0.0	16.7	0.94 8.1

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JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Base

# ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	23	3.0	1111	1600	155.40	3	3
6. sbq	60	23	3.0	422	1600	155.40	3	3
9. ebq	60	34	3.0	508	1600	155.40	3	3
12. wbq	60	34	3.0	524	1600	155.40	3	3

# RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

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JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Base

# MODEL RESULTS

REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

# WIND \* CONCENTRATION

ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	8.5	8.6	10.1	9.4
10.	8.9	8.1	10.7	8.9
20.	8.7	8.1	10.6	8.9
30.	8.8	8.1	10.1	8.9
40.	8.9	8.1	9.6	9.0
50.	9.0	8.1	9.6	9.0
60.	9.0	8.1	10.0	9.2
70.	9.0	8.1	10.1	9.0
80.	8.8	8.1	9.8	8.8
90.	9.4	8.5	9.2	8.4
100.	10.5	9.5	8.9	8.1
110.	10.4	9.8	8.9	8.1
120.	9.8	9.5	8.9	8.1
130.	9.1	9.3	8.9	8.1

140.	*	13.0	13.0	12.9	11.4
150.	*	13.9	12.9	13.1	11.4
160.	*	15.2	12.9	13.5	11.4
170.	*	16.4	13.0	14.2	11.6
180.	*	15.5	15.2	13.1	13.7
190.	*	13.8	16.1	11.5	14.7
200.	*	13.5	14.8	11.4	13.8
210.	*	12.8	14.0	11.4	13.4
220.	*	12.3	13.9	11.4	13.1
230.	*	12.0	14.4	11.4	12.9
240.	*	12.0	14.3	11.4	12.8
250.	*	12.1	13.9	11.4	12.7
260.	*	12.3	13.5	11.4	12.6
270.	*	11.8	13.0	11.8	13.1
280.	*	11.4	12.5	12.2	14.1
290.	*	11.4	12.5	12.1	14.9
300.	*	11.4	12.5	12.1	14.8
310.	*	11.4	12.3	12.5	13.7
320.	*	11.4	12.2	13.0	13.3
330.	*	11.4	12.2	13.6	13.3
340.	*	11.4	12.5	14.0	13.9
350.	*	11.4	12.7	14.0	13.9
360.	*	11.9	12.1	14.6	13.3
-----					
MAX	*	16.4	16.1	15.6	14.9
DEGR.	*	170	190	10	290

THE HIGHEST CONCENTRATION IS 16.40 PPM AT 170 DEGREES FROM REC1 .

1

JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Existing

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		170	190	10	290
1	*	0.8	1.1	0.0	0.4
2	*	0.0	0.1	0.8	0.0
3	*	1.6	1.8	0.0	0.7
4	*	0.0	0.0	0.4	0.0
5	*	0.4	0.3	0.0	0.1
6	*	0.0	0.0	0.4	0.0
7	*	0.2	0.0	0.2	0.3
8	*	0.0	0.2	0.0	0.1
9	*	1.8	0.0	2.2	1.6
10	*	0.0	0.2	0.0	0.0
11	*	0.2	0.0	0.2	0.3
12	*	0.0	1.0	0.0	0.0

RUN ENDED ON 09/27/00 AT 16:50

CAL3QHC (93157)  
 IEM-PC VERSION (2.02)  
 (C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
 SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\ARDMANP.DAT

RUN BEGIN ON 09/27/00 AT 17:11

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM 2005 Project

#### SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
 U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.1 PPM

#### LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	1124.	8.7	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	1040.	8.7	0.0	38.0	
3. nbq	506.0	476.0	506.0	-2521.1	2997.	180. AG	160.	100.0	0.0	18.0	1.32 152.3
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	479.	8.7	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	396.	8.7	0.0	38.0	
6. sbq	494.0	512.0	494.0	572.3	60.	360. AG	160.	100.0	0.0	18.0	0.56 3.1
7. sba	0.0	488.0	500.0	488.0	500.	90. AG	511.	8.7	0.0	53.3	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	639.	8.7	0.0	53.3	
9. ebq	488.0	488.0	440.6	488.0	47.	270. AG	472.	100.0	0.0	33.3	0.46 2.4
10. wba	1000.0	506.0	500.0	506.0	500.	270. AG	555.	8.7	0.0	36.7	
11. wbd	500.0	506.0	0.0	506.0	500.	270. AG	594.	8.7	0.0	36.7	
12. wbq	512.0	506.0	723.0	506.0	211.	90. AG	236.	100.0	0.0	16.7	0.99 10.7

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#### ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	23	3.0	1124	1600	155.40	3	3
6. sbq	60	23	3.0	479	1600	155.40	3	3
9. ebq	60	34	3.0	511	1600	155.40	3	3
12. wbq	60	34	3.0	555	1600	155.40	3	3

#### RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

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JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM 2005 Project

#### MODEL RESULTS

REMARKS : In search of the angle corresponding to  
 the maximum concentration, only the first  
 angle, of the angles with same maximum  
 concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

#### WIND \* CONCENTRATION ANGLE \* (PPM)

(DEGR)*	REC1	REC2	REC3	REC4
0.	8.5	8.6	10.2	9.4
10.	8.9	8.1	10.8	8.9
20.	9.0	8.1	10.6	8.9
30.	9.0	8.1	10.2	8.9
40.	9.0	8.1	9.6	9.0
50.	9.1	8.1	9.6	9.1
60.	9.0	8.1	10.0	9.3
70.	9.0	8.1	10.2	9.3
80.	8.8	8.1	10.0	8.9
90.	9.6	8.7	9.3	8.4
100.	10.7	9.8	8.9	8.1
110.	10.5	9.8	8.9	8.1
120.	9.9	9.5	8.9	8.1
130.	9.1	9.3	8.9	8.1

140.	*	9.2	9.2	9.0	8.1
150.	*	9.9	9.2	9.3	8.1
160.	*	10.6	9.0	9.5	8.1
170.	*	11.3	9.0	10.0	8.2
180.	*	11.0	10.6	9.3	9.7
190.	*	9.5	11.1	8.1	10.3
200.	*	9.4	10.4	8.1	9.7
210.	*	9.2	9.9	8.1	9.4
220.	*	8.8	9.6	8.1	9.2
230.	*	8.6	10.0	8.1	9.1
240.	*	8.5	10.1	8.1	9.0
250.	*	8.6	9.9	8.1	9.0
260.	*	8.7	9.7	8.1	8.9
270.	*	8.4	9.2	8.4	9.3
280.	*	8.1	8.9	8.6	9.9
290.	*	8.1	8.9	8.6	10.5
300.	*	8.1	8.9	8.7	10.4
310.	*	8.1	8.7	8.9	9.6
320.	*	8.1	8.7	9.3	9.4
330.	*	8.1	8.7	9.6	9.4
340.	*	8.1	8.9	9.7	9.8
350.	*	8.1	9.0	9.6	10.0
360.	*	8.5	8.6	10.1	9.4
-----					
MAX	*	11.3	11.1	10.7	10.5
DEGR.	*	170	190	10	290

THE HIGHEST CONCENTRATION IS 11.28 PPM AT 170 DEGREES FROM REC1 .

JOB: Metlox Civic Center

RUN: Ardmore/Valley&M. Beach AM Base

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	*	CO/LINK (PPM)			
		REC1	REC2	REC3	REC4
		170	190	10	290
1	*	0.6	0.8	0.0	0.3
2	*	0.0	0.0	0.5	0.0
3	*	1.0	1.2	0.0	0.4
4	*	0.0	0.0	0.3	0.0
5	*	0.3	0.2	0.0	0.1
6	*	0.0	0.0	0.3	0.0
7	*	0.1	0.0	0.1	0.2
8	*	0.0	0.1	0.0	0.1
9	*	1.1	0.0	1.3	1.1
10	*	0.0	0.1	0.0	0.0
11	*	0.1	0.0	0.1	0.2
12	*	0.0	0.6	0.0	0.0

RUN ENDED ON 09/27/00 AT 17:10

CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIG15EX.DAT

RUN BEGIN ON 09/27/00 AT 16:47

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/15th PM Existing

# SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S ZO = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MLKH = 1000. M AMB = 11.4 PPM

# LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT)				LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
	X1	Y1	X2	Y2							
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	520.	13.6	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	774.	13.6	0.0	38.0	
3. nbq	506.0	476.0	506.0	424.8	51.	180. AG	200.	100.0	0.0	18.0	0.53 2.6
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	982.	13.6	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	806.	13.6	0.0	38.0	
6. sbq	494.0	512.0	494.0	755.1	243.	360. AG	200.	100.0	0.0	18.0	1.00 12.4
7. eba	0.0	488.0	500.0	488.0	500.	90. AG	309.	13.6	0.0	50.0	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	300.	13.6	0.0	50.0	
9. ebq	488.0	488.0	455.2	488.0	33.	270. AG	868.	100.0	0.0	20.0	0.36 1.7
10. wba	1000.0	512.0	500.0	512.0	500.	270. AG	374.	13.6	0.0	50.0	
11. wbd	500.0	512.0	0.0	512.0	500.	270. AG	305.	13.6	0.0	50.0	
12. wbq	512.0	512.0	551.9	512.0	40.	90. AG	868.	100.0	0.0	20.0	0.44 2.0

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JOB: Metlox Civic Center

RUN: Highland/15th PM Existing

# ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	18	3.0	520	1600	249.00	3	3
6. sbq	60	18	3.0	982	1600	249.00	3	3
9. ebq	60	39	3.0	309	1600	249.00	3	3
12. wbq	60	39	3.0	374	1600	249.00	3	3

# RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT)		
	X	Y	Z
1. nw	468.0	544.0	5.4
2. sb	532.0	544.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Highland/15th PM Existing

# MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	12.5	12.3	15.2	14.5
10.	14.0	11.4	16.6	13.2
20.	13.8	11.4	15.7	12.5
30.	13.3	11.4	14.8	11.8
40.	13.1	11.4	14.3	11.6
50.	12.8	11.4	14.3	11.8
60.	12.8	11.4	13.4	11.8
70.	12.7	11.4	12.8	11.9
80.	12.6	11.4	12.9	11.9
90.	13.0	11.6	12.8	11.7
100.	13.6	12.0	12.4	11.4
110.	14.8	11.9	12.4	11.4
120.	15.0	11.7	12.4	11.4
130.	14.1	11.8	12.3	11.4

140.	*	9.3	9.2	9.0	8.1
150.	*	9.9	9.2	9.3	8.1
160.	*	10.8	9.2	9.5	8.1
170.	*	11.4	9.0	10.0	8.2
180.	*	11.0	10.9	9.4	9.7
190.	*	9.6	11.2	8.1	10.3
200.	*	9.5	10.5	8.1	9.7
210.	*	9.2	9.9	8.1	9.4
220.	*	8.8	9.6	8.1	9.2
230.	*	8.6	10.0	8.1	9.1
240.	*	8.6	10.3	8.1	9.0
250.	*	8.6	9.9	8.1	9.0
260.	*	8.7	9.7	8.1	8.9
270.	*	8.4	9.2	8.4	9.3
280.	*	8.1	8.9	8.6	9.9
290.	*	8.1	8.9	8.6	10.5
300.	*	8.1	8.9	8.7	10.4
310.	*	8.1	8.8	9.0	9.6
320.	*	8.1	8.8	9.3	9.4
330.	*	8.1	8.8	9.6	9.5
340.	*	8.1	8.9	9.7	9.9
350.	*	8.1	9.0	9.6	10.1
360.	*	8.5	8.6	10.2	9.4
-----					
MAX	*	11.4	11.2	10.8	10.5
DEGR.	*	170	190	10	290

THE HIGHEST CONCENTRATION IS 11.38 PPM AT 170 DEGREES FROM REC1 .  
1

JOB: Metlox Civic Center

RUN: Ardmore/Valley4M. Beach AM 2005 Project

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		170	190	10	290
1	*	0.6	0.8	0.0	0.3
2	*	0.0	0.0	0.6	0.0
3	*	1.0	1.2	0.0	0.4
4	*	0.0	0.0	0.3	0.0
5	*	0.3	0.2	0.0	0.1
6	*	0.0	0.0	0.3	0.0
7	*	0.1	0.0	0.1	0.2
8	*	0.0	0.2	0.0	0.1
9	*	1.1	0.0	1.3	1.1
10	*	0.0	0.1	0.0	0.0
11	*	0.2	0.0	0.1	0.2
12	*	0.0	0.6	0.0	0.0

RUN ENDED ON 09/27/00 AT 17:11

CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIG15NP.DAT

RUN BEGIN ON 09/27/00 AT 17:19

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/15th PM 2005 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S ZO = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXR = 1000. M. AMS = 8.1 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	574.	8.7	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	855.	8.7	0.0	38.0	
3. nbq	506.0	476.0	506.0	419.5	56.	180. AG	125.	100.0	0.0	18.0	0.58 2.9
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	1087.	8.7	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	895.	8.7	0.0	38.0	
6. sbq	494.0	512.0	494.0	1782.7	1271.	360. AG	125.	100.0	0.0	18.0	1.10 64.6
7. eba	0.0	488.0	500.0	488.0	500.	90. AG	341.	8.7	0.0	50.0	
8. ebd	500.0	488.0	1000.0	488.0	500.	90. AG	329.	8.7	0.0	50.0	
9. ebq	488.0	488.0	451.8	488.0	36.	270. AG	542.	100.0	0.0	20.0	0.40 1.8
10. wba	1000.0	512.0	500.0	512.0	500.	270. AG	413.	8.7	0.0	50.0	
11. wbd	500.0	512.0	0.0	512.0	500.	270. AG	336.	8.7	0.0	50.0	
12. wbq	512.0	512.0	555.9	512.0	44.	90. AG	542.	100.0	0.0	20.0	0.48 2.2

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JOB: Metlox Civic Center

RUN: Highland/15th PM 2005 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	18	3.0	574	1600	155.40	3	3
6. sbq	60	18	3.0	1087	1600	155.40	3	3
9. ebq	60	39	3.0	341	1600	155.40	3	3
12. wbq	60	39	3.0	413	1600	155.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	544.0	5.4
2. sb	532.0	544.0	5.4
3. eb	468.0	456.0	5.4
4. wb	532.0	456.0	5.4

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JOB: Metlox Civic Center

RUN: Highland/15th PM 2005 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to  
the maximum concentration, only the first  
angle, of the angles with same maximum  
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)  
(DEGR) \* REC1 REC2 REC3 REC4

0.	9.4	9.1	11.1	10.6
10.	10.2	8.1	11.9	9.4
20.	9.7	8.1	11.1	9.1
30.	9.4	8.1	10.3	8.5
40.	9.2	8.1	10.0	8.3
50.	9.1	8.1	9.9	8.3
60.	9.0	8.1	9.4	8.3
70.	9.0	8.1	9.1	8.5
80.	8.9	8.1	9.1	8.5
90.	9.0	8.2	8.9	8.2
100.	9.6	8.5	8.7	8.1
110.	10.4	8.4	8.7	8.1
120.	10.4	8.4	8.9	8.1
130.	9.9	8.5	8.8	8.1

140.	*	12.3	12.3	12.3	11.4
150.	*	13.4	13.2	12.3	11.4
160.	*	14.0	13.8	12.5	11.4
170.	*	14.6	13.9	12.7	11.4
180.	*	14.0	14.7	12.1	11.9
190.	*	12.7	15.6	11.4	12.6
200.	*	12.0	15.2	11.4	12.4
210.	*	11.6	14.5	11.4	12.4
220.	*	11.6	14.6	11.4	12.5
230.	*	11.7	14.4	11.4	12.7
240.	*	11.7	13.5	11.4	12.5
250.	*	11.9	13.1	11.4	12.5
260.	*	11.9	13.1	11.4	12.4
270.	*	11.6	12.9	11.6	12.8
280.	*	11.4	12.6	11.9	13.2
290.	*	11.4	12.6	11.9	14.2
300.	*	11.4	12.7	11.7	14.5
310.	*	11.4	12.7	11.7	13.6
320.	*	11.4	12.9	11.7	12.9
330.	*	11.4	13.2	12.1	13.3
340.	*	11.4	13.6	13.0	14.5
350.	*	11.5	13.5	13.8	15.7
360.	*	12.5	12.3	15.2	14.5
-----					
MAX	*	15.0	15.6	16.6	15.7
DEGR.	*	120	190	10	350

THE HIGHEST CONCENTRATION IS 16.60 PPM AT 10 DEGREES FROM REC3 .

JOB: Metlox Civic Center

RUN: Highland/15th PM Existing

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RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		120	190	10	350
1	*	0.0	0.5	0.0	0.1
2	*	0.3	0.1	0.6	0.8
3	*	0.0	0.4	0.0	0.0
4	*	0.4	0.0	1.0	0.8
5	*	0.0	0.7	0.1	0.0
6	*	0.6	0.0	1.1	0.8
7	*	0.0	0.0	0.1	0.0
8	*	0.1	0.1	0.0	0.1
9	*	0.0	0.0	2.2	0.0
10	*	0.2	0.2	0.0	0.1
11	*	0.1	0.0	0.1	0.0
12	*	1.9	2.2	0.0	1.6

RUN ENDED ON 09/27/00 AT 16:47



CAL3QHC (93157)  
IBM-PC VERSION (2.02)  
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SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIG15P.DAT

RUN BEGIN ON 09/27/00 AT 17:20

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/15th PM 2005 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.1 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.0	360. AG	620.	8.7	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.0	360. AG	893.	8.7	0.0	38.0	
3. nbq	506.0	476.0	506.0	415.0	61.	180. AG	125.	100.0	0.0	18.0	0.63 3.1
4. sba	494.0	1000.0	494.0	500.0	500.0	180. AG	1116.	8.7	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.0	180. AG	922.	8.7	0.0	38.0	
6. sbq	494.0	512.0	494.0	2075.6	1564.	360. AG	125.	100.0	0.0	18.0	1.13 79.4
7. eba	0.0	488.0	500.0	488.0	500.0	90. AG	349.	8.7	0.0	50.0	
8. ebd	500.0	488.0	1000.0	488.0	500.0	90. AG	383.	8.7	0.0	50.0	
9. ebq	488.0	488.0	450.9	488.0	37.	270. AG	542.	100.0	0.0	20.0	0.41 1.9
10. wba	1000.0	512.0	500.0	512.0	500.0	270. AG	454.	8.7	0.0	50.0	
11. wbd	500.0	512.0	0.0	512.0	500.0	270. AG	341.	8.7	0.0	50.0	
12. wbq	512.0	512.0	560.4	512.0	48.	90. AG	542.	100.0	0.0	20.0	0.53 2.5

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JOB: Metlox Civic Center  
ADDITIONAL QUEUE LINK PARAMETERS

RUN: Highland/15th PM 2005 Project

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	18	3.0	620	1600	155.40	3	3
6. sbq	60	18	3.0	1116	1600	155.40	3	3
9. ebq	60	39	3.0	349	1600	155.40	3	3
12. wbq	60	39	3.0	454	1600	155.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	458.0	544.0	5.4
2. sb	532.0	544.0	5.4
3. eb	458.0	456.0	5.4
4. wb	532.0	456.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Highland/15th PM 2005 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION  
ANGLE \* (PPM)  
(DEGR)\* REC1 REC2 REC3 REC4

0.	9.5	9.1	11.2	10.7
10.	10.2	8.1	11.9	9.4
20.	9.7	8.1	11.1	9.2
30.	9.4	8.1	10.3	8.7
40.	9.2	8.1	10.1	8.4
50.	9.2	8.1	10.1	8.3
60.	9.0	8.1	9.6	8.4
70.	9.0	8.1	9.4	8.5
80.	8.9	8.1	9.1	8.6
90.	9.1	8.3	9.1	8.2
100.	9.8	8.5	8.7	8.1
110.	10.5	8.4	8.9	8.1
120.	10.5	8.5	8.9	8.1
130.	9.9	8.8	8.9	8.1

140.	*	9.3	9.0	8.7	8.1
150.	*	9.4	9.5	8.7	8.1
160.	*	9.9	9.7	8.9	8.1
170.	*	10.4	9.7	9.0	8.1
180.	*	9.9	10.1	8.5	8.5
190.	*	9.2	10.9	8.1	9.0
200.	*	8.7	10.7	8.1	8.8
210.	*	8.4	10.0	8.1	8.9
220.	*	8.3	10.1	8.1	8.9
230.	*	8.3	10.3	8.1	9.0
240.	*	8.3	9.6	8.1	8.9
250.	*	8.4	9.1	8.1	8.9
260.	*	8.4	9.2	8.1	8.8
270.	*	8.2	9.0	8.2	8.9
280.	*	8.1	8.9	8.4	9.3
290.	*	8.1	8.9	8.4	10.0
300.	*	8.1	9.0	8.3	10.2
310.	*	8.1	9.0	8.3	9.7
320.	*	8.1	9.1	8.5	9.3
330.	*	8.1	9.3	8.9	9.3
340.	*	8.1	9.6	9.4	10.3
350.	*	8.2	9.9	9.8	11.3
360.	*	9.4	9.1	11.1	10.6
-----					
MAX	*	10.4	10.9	11.9	11.3
DEGR.	*	110	190	10	350

THE HIGHEST CONCENTRATION IS 11.88 PPM AT 10 DEGREES FROM REC3 .

JOB: Metlox Civic Center

RUN: Highland/15th PM 2005 Base

PAGE 4

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		110	190	10	350
1	*	0.0	0.4	0.0	0.0
2	*	0.2	0.1	0.5	0.6
3	*	0.0	0.2	0.0	0.0
4	*	0.3	0.0	0.7	0.6
5	*	0.0	0.5	0.1	0.0
6	*	0.4	0.0	0.9	0.8
7	*	0.0	0.0	0.1	0.0
8	*	0.1	0.1	0.0	0.1
9	*	0.0	0.0	1.4	0.0
10	*	0.2	0.1	0.0	0.1
11	*	0.0	0.0	0.1	0.0
12	*	1.1	1.4	0.0	1.0

RUN ENDED ON 09/27/00 AT 17:19

CAL3QHC (93157)  
 IBM-PC VERSION (2.02)  
 (C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
 SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIG13EX.DAT

RUN BEGIN ON 09/27/00 AT 17:01

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/13th PM Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
 U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 11.4 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	386.	13.6	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	539.	13.6	0.0	38.0	
3. nbq	506.0	476.0	506.0	459.1	17.	180. AG	89.	100.0	0.0	18.0	0.31
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	856.	13.6	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	817.	13.6	0.0	38.0	
6. sbq	494.0	512.0	494.0	549.5	37.	360. AG	89.	100.0	0.0	18.0	0.68
7. ebd	500.0	494.0	1000.0	494.0	500.	90. AG	89.	13.6	0.0	32.0	1.9
8. wba	1000.0	506.0	500.0	506.0	500.	270. AG	203.	13.6	0.0	32.0	
9. wbq	512.0	506.0	1078.3	506.0	566.	90. AG	545.	100.0	0.0	12.0	1.28 28.8

PAGE 2

JOB: Metlox Civic Center

RUN: Highland/13th PM Existing

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	8	3.0	386	1600	249.00	3	3
6. sbq	60	8	3.0	856	1600	249.00	3	3
9. wbq	60	49	3.0	203	1600	249.00	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	468.0	5.4
4. wb	532.0	468.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Highland/13th PM Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION

ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	12.1	12.0	12.2	13.4
10.	12.7	11.4	12.8	12.7
20.	12.5	11.4	12.7	12.7
30.	12.3	11.4	12.5	12.8
40.	12.2	11.4	12.5	12.8
50.	12.1	11.4	12.9	13.1
60.	12.2	11.4	13.5	13.3
70.	12.2	11.4	14.3	13.8
80.	12.3	11.5	14.9	14.3
90.	14.3	13.3	13.5	12.6
100.	15.9	15.0	11.9	11.4
110.	14.7	14.3	11.8	11.4
120.	13.4	13.5	12.0	11.4
130.	12.4	13.3	12.0	11.4
140.	12.2	13.1	12.1	11.4
150.	12.2	12.9	12.2	11.4
160.	12.4	12.9	12.4	11.4
170.	12.7	12.9	12.6	11.4

140.	*	9.4	9.3	8.8	8.1
150.	*	9.4	9.7	8.7	8.1
160.	*	10.1	9.8	8.9	8.1
170.	*	10.4	9.7	9.0	8.1
180.	*	9.9	10.3	8.6	8.5
190.	*	9.2	11.0	8.1	9.0
200.	*	8.7	10.7	8.1	8.9
210.	*	8.4	10.1	8.1	8.9
220.	*	8.3	10.2	8.1	8.9
230.	*	8.3	10.3	8.1	9.0
240.	*	8.3	9.7	8.1	9.0
250.	*	8.4	9.3	8.1	8.9
260.	*	8.4	9.2	8.1	8.8
270.	*	8.2	9.1	8.2	8.9
280.	*	8.1	8.9	8.4	9.3
290.	*	8.1	8.9	8.4	10.0
300.	*	8.1	9.0	8.3	10.2
310.	*	8.1	9.0	8.3	9.7
320.	*	8.1	9.1	8.5	9.3
330.	*	8.1	9.3	9.0	9.5
340.	*	8.1	9.6	9.5	10.3
350.	*	8.2	10.1	9.8	11.4
360.	*	9.5	9.1	11.2	10.7

MAX	*	10.5	11.0	11.9	11.4
DEGR.	*	110	190	10	350

THE HIGHEST CONCENTRATION IS 11.88 PPM AT 10 DEGREES FROM REC3 .

JOB: Metlox Civic Center

RUN: Highland/15th PM 2005 Project

PAGE 4

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		110	190	10	350
1	*	0.0	0.4	0.0	0.1
2	*	0.2	0.1	0.5	0.6
3	*	0.0	0.3	0.0	0.0
4	*	0.3	0.0	0.7	0.6
5	*	0.0	0.5	0.1	0.0
6	*	0.4	0.0	0.9	0.8
7	*	0.0	0.0	0.1	0.0
8	*	0.1	0.1	0.0	0.1
9	*	0.0	0.0	1.4	0.0
10	*	0.2	0.1	0.0	0.1
11	*	0.0	0.0	0.1	0.0
12	*	1.2	1.4	0.0	1.0

RUN ENDED ON 09/27/00 AT 17:20

CAL3QHC (93157)  
 IBM-PC VERSION (2.02)  
 (C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
 SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIG13NP.DAT

RUN BEGIN ON 09/27/00 AT 17:22

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM  
 U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.1 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	426.	8.7	0.0	38.0	
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	595.	8.7	0.0	38.0	
3. nbq	506.0	476.0	506.0	437.4	19.	180. AG	56.	100.0	0.0	18.0	0.34 0.9
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	946.	8.7	0.0	38.0	
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	902.	8.7	0.0	38.0	
6. sbq	494.0	512.0	494.0	553.4	41.	360. AG	56.	100.0	0.0	18.0	0.75 2.1
7. ebd	500.0	494.0	1000.0	494.0	500.	90. AG	99.	8.7	0.0	32.0	
8. wba	1000.0	506.0	500.0	506.0	500.	270. AG	224.	8.7	0.0	32.0	
9. wbq	512.0	506.0	1298.8	506.0	787.	90. AG	340.	100.0	0.0	12.0	1.41 40.0

JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Base

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ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	8	3.0	426	1600	155.40	3	3
6. sbq	60	8	3.0	946	1600	155.40	3	3
9. wbq	60	49	3.0	224	1600	155.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	468.0	5.4
4. wb	532.0	468.0	5.4

JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Base

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MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION

ANGLE * (DEGR)	REC1	REC2	REC3	REC4
0.	8.6	8.5	8.6	9.3
10.	9.1	8.1	9.1	8.9
20.	8.9	8.1	9.0	8.9
30.	8.7	8.1	8.8	9.0
40.	8.6	8.1	8.7	9.1
50.	8.7	8.1	9.1	9.1
60.	8.7	8.1	9.6	9.3
70.	8.7	8.1	9.9	9.6
80.	8.8	8.2	10.5	10.1
90.	10.3	9.6	9.6	9.0
100.	11.1	10.4	8.5	8.1
110.	10.2	9.8	8.4	8.1
120.	9.4	9.5	8.5	8.1
130.	8.9	9.3	8.5	8.1
140.	8.6	9.2	8.5	8.1
150.	8.7	9.1	8.7	8.1
160.	8.8	9.1	8.8	8.1
170.	8.9	9.1	8.9	8.1

180.	*	12.0	13.5	12.0	11.9
190.	*	11.5	14.0	11.4	12.4
200.	*	11.4	14.0	11.4	12.3
210.	*	11.4	13.5	11.4	12.2
220.	*	11.4	12.8	11.4	12.0
230.	*	11.4	12.3	11.4	12.0
240.	*	11.4	12.1	11.4	11.9
250.	*	11.4	12.1	11.4	12.0
260.	*	11.4	12.1	11.4	12.1
270.	*	11.4	12.1	11.4	12.1
280.	*	11.4	12.1	11.4	12.1
290.	*	11.4	12.1	11.4	12.0
300.	*	11.4	12.2	11.4	12.0
310.	*	11.4	12.1	11.4	12.1
320.	*	11.4	12.1	11.4	12.2
330.	*	11.4	12.3	11.4	12.9
340.	*	11.4	12.5	11.4	13.7
350.	*	11.4	12.7	11.5	14.0
360.	*	12.1	12.0	12.2	13.4

MAX	*	15.9	15.0	14.9	14.3
DEGR.	*	100	100	80	80

THE HIGHEST CONCENTRATION IS 15.90 PPM AT 100 DEGREES FROM REC1 .

1

JOB: Metlox Civic Center

RUN: Highland/13th PM Existing

PAGE 4

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	*	CO/LINK (PPM)			
		REC1	REC2	REC3	REC4
	*	100	100	80	80
1	*	0.0	0.0	0.1	0.0
2	*	0.2	0.0	0.0	0.0
3	*	0.0	0.0	0.1	0.0
4	*	0.4	0.0	0.0	0.0
5	*	0.0	0.0	0.3	0.0
6	*	0.2	0.0	0.0	0.0
7	*	0.1	0.1	0.1	0.1
8	*	0.2	0.2	0.2	0.2
9	*	3.4	3.3	2.7	2.6

RUN ENDED ON 09/27/00 AT 17:01

CAL3QHC (93157)  
 IBM-PC VERSION (2.02)  
 (C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.  
 SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA-1\CAL3QHC\HIG13P.DAT

RUN BEGIN ON 09/27/00 AT 17:24

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S ZO = 114. CM  
 U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.1 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C (VEH)	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360. AG	434.	8.7	0.0	38.0		
2. nbd	506.0	500.0	506.0	1000.0	500.	360. AG	642.	8.7	0.0	38.0		
3. nbq	506.0	476.0	506.0	457.0	19.	180. AG	56.	100.0	0.0	18.0	0.35	1.0
4. sba	494.0	1000.0	494.0	500.0	500.	180. AG	973.	8.7	0.0	38.0		
5. sbd	494.0	500.0	494.0	0.0	500.	180. AG	929.	8.7	0.0	38.0		
6. sbq	494.0	512.0	494.0	557.2	45.	360. AG	56.	100.0	0.0	18.0	0.78	2.3
7. ebd	500.0	494.0	1000.0	494.0	500.	90. AG	99.	8.7	0.0	32.0		
8. wba	1000.0	506.0	500.0	506.0	500.	270. AG	253.	8.7	0.0	32.0		
9. wbq	512.0	506.0	1708.3	506.0	1196.	90. AG	340.	100.0	0.0	12.0	1.65	60.8

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JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Project

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	8	3.0	434	1600	155.40	3	3
6. sbq	60	8	3.0	973	1600	155.40	3	3
9. wbq	60	49	3.0	263	1600	155.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.4
2. sb	532.0	532.0	5.4
3. eb	468.0	468.0	5.4
4. wb	532.0	468.0	5.4

PAGE 3

JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND \* CONCENTRATION

ANGLE \* (PPM)  
 (DEGR) \* REC1 REC2 REC3 REC4

0.	8.6	8.5	8.6	9.4
10.	9.1	8.1	9.2	8.9
20.	8.9	8.1	9.0	8.9
30.	8.7	8.1	8.9	9.0
40.	8.8	8.1	8.7	9.0
50.	8.7	8.1	9.2	9.1
60.	8.8	8.1	9.6	9.3
70.	8.8	8.1	10.0	9.7
80.	8.9	8.2	10.7	10.2
90.	10.6	9.9	9.9	9.3
100.	11.4	10.6	8.7	8.2
110.	10.3	9.8	8.5	8.1
120.	9.4	9.5	8.5	8.1
130.	9.0	9.3	8.5	8.1
140.	8.6	9.2	8.5	8.1
150.	8.8	9.1	8.7	8.1
160.	8.8	9.1	8.8	8.1
170.	8.9	9.1	9.0	8.1

180.	*	8.6	9.5	8.6	8.5
190.	*	8.1	9.9	8.1	8.9
200.	*	8.1	9.9	8.1	8.7
210.	*	8.1	9.4	8.1	8.6
220.	*	8.1	9.1	8.1	8.6
230.	*	8.1	8.6	8.1	8.5
240.	*	8.1	8.6	8.1	8.4
250.	*	8.1	8.6	8.1	8.5
260.	*	8.1	8.6	8.1	8.5
270.	*	8.1	8.6	8.1	8.5
280.	*	8.1	8.6	8.1	8.5
290.	*	8.1	8.6	8.1	8.5
300.	*	8.1	8.7	8.1	8.4
310.	*	8.1	8.6	8.1	8.4
320.	*	8.1	8.6	8.1	8.8
330.	*	8.1	8.7	8.1	9.1
340.	*	8.1	8.8	8.1	9.6
350.	*	8.1	9.0	8.1	9.8
360.	*	8.6	8.5	8.6	9.3
-----					
MAX	*	11.1	10.4	10.5	10.1
DEGR.	*	100	100	80	80

THE HIGHEST CONCENTRATION IS 11.08 PPM AT 100 DEGREES FROM REC1

JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Base

PAGE 4

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		100	100	80	80
1	*	0.0	0.0	0.1	0.0
2	*	0.1	0.0	0.0	0.0
3	*	0.0	0.0	0.1	0.0
4	*	0.3	0.0	0.0	0.0
5	*	0.0	0.0	0.2	0.0
6	*	0.2	0.0	0.0	0.0
7	*	0.1	0.0	0.1	0.1
8	*	0.1	0.1	0.1	0.1
9	*	2.2	2.2	1.8	1.8

RUN ENDED ON 09/27/00 AT 17:22



## APPENDIX C

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### CONSTRUCTION EMISSIONS PRINTOUTS

180.	*	8.6	9.5	8.6	8.5
190.	*	8.1	9.9	8.1	8.9
200.	*	8.1	9.9	8.1	8.7
210.	*	8.1	9.4	8.1	8.6
220.	*	8.1	9.1	8.1	8.6
230.	*	8.1	8.8	8.1	8.5
240.	*	8.1	8.6	8.1	8.5
250.	*	8.1	8.6	8.1	8.5
260.	*	8.1	8.6	8.1	8.5
270.	*	8.1	8.6	8.1	8.5
280.	*	8.1	8.6	8.1	8.5
290.	*	8.1	8.6	8.1	8.5
300.	*	8.1	8.7	8.1	8.5
310.	*	8.1	8.6	8.1	8.4
320.	*	8.1	8.6	8.1	8.8
330.	*	8.1	8.8	8.1	9.2
340.	*	8.1	8.9	8.1	9.6
350.	*	8.1	9.1	8.1	9.8
360.	*	8.6	8.5	8.6	9.4

MAX \* 11.4 10.6 10.7 10.2  
DEGR. \* 100 100 80 80

THE HIGHEST CONCENTRATION IS 11.38 PPM AT 100 DEGREES FROM REC1  
1

JOB: Metlox Civic Center

RUN: Highland/13th PM 2005 Project

PAGE 4

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING  
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
		ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #		100	100	80	80
1	*	0.0	0.0	0.1	0.0
2	*	0.2	0.0	0.0	0.0
3	*	0.0	0.0	0.1	0.0
4	*	0.3	0.0	0.0	0.0
5	*	0.0	0.0	0.3	0.0
6	*	0.2	0.0	0.0	0.0
7	*	0.1	0.0	0.1	0.1
8	*	0.2	0.2	0.1	0.1
9	*	2.3	2.3	1.9	1.9

RUN ENDED ON 09/27/00 AT 17:24

APPENDIX C

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CONSTRUCTION EMISSIONS PRINTOUTS



**TERRY A. HAYES ASSOCIATES**  
**CONSTRUCTION EMISSIONS MODEL**

DATE	September 29, 2000
PROJECT NAME	Metlox Development
<b>DEMOLITION PHASE</b>	
DURATION OF DEMOLITION PHASE (Work Days)	1
SF OF BUILDINGS TO BE DEMOLISHED	2,000
AVERAGE FLOOR HEIGHT OF BUILDINGS TO BE DEMOLISHED	11
SF OF PAVEMENT AREA TO BE REMOVED	2,200
THICKNESS OF PAVEMENT TO BE REMOVED	1
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16.2
<b>GRADING AND/OR EXCAVATION PHASE</b>	
DURATION OF GRADING/EXCAVATION PHASE (Work Days)	1
SITE AREA (ACRES)	0.20
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16.2
DEPTH OF GRADING	1.0
DEPTH OF EXCAVATION	5
SURFACE AREA OF EXCAVATION IN SF	1,500
<b>FOUNDATION PHASE</b>	
DURATION OF FOUNDATION PHASE (Work Days)	1
SIZE OF FOUNDATION SLAB IN SF	2,500
SLAB THICKNESS IN SF	1
HOURS IN WORK DAY FOR THIS PHASE	8
CEMENT MIXER ROUND TRIP LENGTH	10
WORKER ROUND TRIP LENGTH	16.2
<b>TRUCK CHARACTERISTICS</b>	
HAUL TRUCK CAPACITY IN CUBIC YARDS	14.00
TRUCK TRAVEL PERCENTAGE ON LOCAL STREET	10%
TRUCK TRAVEL PERCENTAGE ON MAJOR STREET	20%
TRUCK TRAVEL PERCENTAGE ON FREEWAY	70%
<b>WORKER AUTO CHARACTERISTICS</b>	
PERCENT WORKER AUTO TRAVEL ON LOCAL STREET	10%
PERCENT WORKER AUTO TRAVEL ON MAJOR STREET	30%
PERCENT WORKER AUTO TRAVEL ON FREEWAY	60%
<b>SITE CONDITIONS</b>	
PREDOMINANT WIND SPEED in MPH	8.6
NATIVE SOIL MOISTURE CONTENT	3%
SOIL MOISTURE CONTENT (MITIGATED)	10%

Input Assumptions

# TERRY A. HAYES ASSOCIATES CONSTRUCTION EMISSIONS MODEL

## EMFAC7F.1 RATES AS OF 1/25/94 (grams per mile)

Vehicle Type	CO	ROG	NO <sub>2</sub>	SO <sub>2</sub>	PM <sub>10</sub>
Haul Truck	7.67	1.96	10.29	0.30	1.45
Worker Vehicle	12.79	1.11	0.83	0.05	0.01

### Assumptions:

Construction Year 2000

Season Winter

Temperature 65°F

Speed 35 mph

### Cold Starts:

Haul Truck 10%

Worker Vehicle 100%

### Vehicle Mix:

Haul Truck 100% Heavy Diesel

Worker Vehicle 80% Light Duty Auto, 20% Light Duty Truck

## EQUIPMENT EMISSION FACTORS (pounds per hour)

Equipment Type	CO	ROG	NO <sub>2</sub>	SO <sub>2</sub>	PM <sub>10</sub>
Crane/Dozer	0.675	0.15	1.7	0.143	0.14

Source: Table A9-8-A, SCAQMD CEQA Handbook

## PAVED ROAD PM10 EMISSIONS (per VMT)

Road Type	PM <sub>10</sub> / VMT	
	Worker Vehicle	Haul Truck
Local Street	0.018000	0.213958
Major Street/Highway	0.006400	0.149096
Freeway	0.000650	0.062171
Composite Factor**	0.004110	0.094734

Source: Tables A9-9-B-1 and A9-9-C, SCAQMD CEQA Handbook

\*\*Note: Weighted average based on travel characteristics

## HAUL TRUCK ON UNPAVED SURFACE EMISSIONS

### FORMULA:

$$E = V \times F$$

### WHERE:

E = Emissions

V = Vehicle Miles of Travel

F = Emissions Factor  $(2.1)(G/12)(H/30)((J/3)^{0.7})((I/4)^{0.5})((365-K)/365)$

### VARIABLES

G = Surface silt loading in percent

H = Mean vehicle speed in miles per hour

I = Mean number of wheels on vehicles

J = Mean vehicle weight in tons

K = Mean number of days per year with at least 0.01 inches of precipitation

EMISSIONS FACTOR = 5.55 pounds per vehicle miles traveled

Source: Table A9-9-D, SCAQMD CEQA Handbook

**TERRY A. HAYES ASSOCIATES  
CONSTRUCTION EMISSIONS MODEL**

<b>DAILY CONSTRUCTION EMISSIONS (POUNDS/DAY)</b>					
<b>Metlox Development</b>					
<b>CONSTRUCTION PHASE</b>	<b>CO</b>	<b>ROG</b>	<b>NO<sub>2</sub></b>	<b>SO<sub>2</sub></b>	<b>(MITIGATED) PM<sup>10</sup></b>
DEMOLITION	25	5	37	3	50
GRADING/EXCAVATION	27	5	43	3	99
FOUNDATION	18	3	20	2	13
<b>MAXIMUM</b>	<b>27</b>	<b>5</b>	<b>43</b>	<b>3</b>	<b>99</b>
<b>SCAQMD THRESHOLD</b>	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>
<b>EXCEED THRESHOLD?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
<b>SOURCE: TERRY A. HAYES ASSOCIATES</b>					

# TERRY A. HAYES ASSOCIATES CONSTRUCTION EMISSIONS MODEL

## DEMOLITION PHASE EMISSIONS (in pounds per day)

Activity Emissions	Daily Unit Volume	PM <sup>10</sup> Factor **	PM <sup>10</sup>	MITIGATED PM <sup>10</sup>
Building Wrecking	22,000 ft <sup>3</sup>	0.00042 per ft <sup>3</sup>	9.24	4.62
Pavement Breaking	2,200 ft <sup>3</sup>	0.00042 per ft <sup>3</sup>	0.92	0.46
Truck Loading	306 tons	0.02205 per ton	6.74	3.37
Trucks on Unpaved Surface	0.34 miles	5.55141 per vmt	1.90	0.95

\*\* Source: Table A9-9, SCAQMD CEQA Handbook

Equipment Emissions	Source Population	Activity Hours	CO	ROG	NOX	SOX	PM <sup>10</sup>
Dozer/Crane	2	8	10.80	2.40	27.20	2.29	2.24

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM <sup>10</sup>
Haul Trucks	388	6.56	1.68	8.79	0.26	38.00
Worker Vehicles	289	8.13	0.71	0.53	0.03	1.19

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM <sup>10</sup>
Daily Area Source Emissions	10.80	2.40	27.20	2.29	21.05
Daily Mobile Emissions	14.69	2.38	9.32	0.29	39.19
TOTAL	25.49	4.78	36.52	2.58	60.24

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM <sup>10</sup>
Daily Area Source Emissions	10.80	2.40	27.20	2.29	10.52
Daily Mobile Emissions	14.69	2.38	9.32	0.29	39.19
TOTAL	25.49	4.78	36.52	2.58	49.71

## UNDERLING DEMOLITION PHASE CALCULATIONS

Bldg Vol CF	22,000
Bldg Vol CY	815
Pavement CF	2,200
Pavement CY	81
Total Debris CF	6,600
Total Debris CY	244
Numer of Haul Load @ 14.00 CY/load	19
Loads Per Hour	2
Number of Haul Loads per Day	19
CF/Day Demolished	24,200
CY/Day Demolished	896
Tons of Debris Loaded per Day	306
Number of Dozers to Load @ 6 loads/hr/dozer	1
Numer of Diesel Equipment @ 900 CY/Piece	2
Total Man Hours Required	157
Total Work Crew Size	20
HDV Off Site VMT	388
HDV VMT on Unpaved Site (miles)	0.34
Number of Work Crew Vehicles @ 1.1 AVR	18
Work Crew Vehicle VMT - Local (miles)	289

## PHASE V CONSTRUCTION EMISSIONS



# TERRY A. HAYES ASSOCIATES CONSTRUCTION EMISSIONS MODEL

## GRADING/EXCAVATION PHASE EMISSIONS (in pounds per day)

Activity Emissions (without mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM <sup>10</sup>
Site Grading	15	3%	6	n/a	n/a	74.28
Earth Excavation	n/a	3%	n/a	8.6	555,556	225.20

Note: Calculation formulas are located in Tables A9-9-F and 9-9-G of the SCAQMD CEQA Handbook

Activity Emissions (with mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM <sup>10</sup>
Site Grading	15	10%	6	n/a	n/a	13.77
Earth Excavation	n/a	10%	n/a	8.6	555,556	41.74

Note: Calculation formulas are located in Tables A9-9-F and 9-9-G of the SCAQMD CEQA Handbook

Activity Emissions	Daily VMT	Emissions Factor	PM <sup>10</sup>	(Mitigated) PM <sup>10</sup>
Haul Truck on Unpaved Surface	0.35	5.55	1.95	0.97

Equipment Emissions	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM <sup>10</sup>
Dozer/Shovel	2	8	13.47	2.99	33.92	2.85	2.79

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM <sup>10</sup>
Haul Trucks	397	6.70	1.71	8.99	0.26	38.86
Worker Vehicles	257	7.24	0.63	0.47	0.03	1.06

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM <sup>10</sup>
Daily Area Source Emissions	13.47	2.99	33.92	2.85	304.22
Daily Mobile Emissions	13.95	2.34	9.46	0.29	39.92
TOTAL	27.41	5.33	43.38	3.14	344.14

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM <sup>10</sup>
Daily Area Source Emissions	13.47	2.99	33.92	2.85	59.27
Daily Mobile Emissions	13.95	2.34	9.46	0.29	39.92
TOTAL	27.41	5.33	43.38	3.14	99.20

## PHASE V CONSTRUCTION EMISSIONS

## TERRY A. HAYES ASSOCIATES CONSTRUCTION EMISSIONS MODEL

### UNDERLING GRADING/EXCAVATION PHASE CALCULATIONS

Total Earth Export CY	278
Total Haul Truck Trips @ 14.00 CY	20
Total Earth Export Weight (in tons)	278
Daily Earth Export CY	278
Daily Haul Truck Trips @ 14.00 CY	20
Daily Earth Export Weight (in tons)	278
Haul Truck VMT on Unpaved Surface	0.35
HDV Off Site VMT	397
Total Work Crew Size	17
Number of Work Crew Vehicles @ 1.1 AVR	16
Work Crew Vehicle VMT - Local (miles)	257

### EQUIPMENT NEEDED FOR GRADING

Site Area in Acres	0.20
Grading Average Depth	1.00
Cubic Yards Graded	323
CY Graded/Day	322.67
D7 Dozer Output in CY/Day	216.00
Dozers Needed	1.49

### EQUIPMENT NEEDED FOR EXCAVATION

CY Exported	278
CY Exported/Day	278
Power Shovel Output in CY/Day	800
Power Shovels Needed	1

TOTAL EQUIPMENT NEEDED	2.49
------------------------	------

# TERRY A. HAYES ASSOCIATES CONSTRUCTION EMISSIONS MODEL

## FOUNDATION PHASE EMISSIONS (in pounds per day)

Equipment	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM <sup>10</sup>
Idling Cement Trucks	1.29	8	6.94	1.54	17.49	1.47	1.44

Mobile	Daily VMT	CO	ROG	NOX	SOX	PM <sup>10</sup>
Cement Trucks	102.88	1.74	0.44	2.33	0.07	10.07
Worker Vehicles	345.17	9.72	0.84	0.63	0.04	1.43

TOTAL DAILY EMISSIONS	CO	ROG	NOX	SOX	PM <sup>10</sup>
Daily Area Source Emissions	6.94	1.54	17.49	1.47	1.44
Daily Mobile Emissions	11.46	1.29	2.96	0.11	11.50
TOTAL	18.41	2.83	20.45	1.58	12.94

## UNDERLING FOUNDATION PHASE CALCULATIONS

CF of Cement Required	2,500
CY of Cement Required	93
No. of Cement Haul Loads @ 9CY/Load	10
Labor Hours Required	188
Total Worker Requirement	23
Number of Work Crew Vehicles @ 1.1 AVR	21
Number of Cement Loads per Day	10.29
Cement Loads Per Hour	1.29
CF/Day Poured	2,500.00
CY/Day Poured	92.59
HDV Off Site VMT	102.88
Work Crew Vehicle VMT	345.17

## APPENDIX D

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### URBEMIS 7G PRINTOUTS

URBEMIS 7G: Version 3.1

File Name: metloxmu.URB  
 Project Name: Mixed-Use  
 Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)				
Source	ROG	NOx	CO	PM10
Natural Gas	0.07	0.97	0.39	0.00
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.13	0.01	0.89	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, unmitigated)	0.20	0.97	1.28	0.00

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated)				
Source	ROG	NOx	CO	PM10
Natural Gas	0.01	0.10	0.39	0.00
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.13	0.01	0.89	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, mitigated)	0.14	0.10	1.28	0.00

Area Source Mitigation Measures

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Mixed-Use Alternative	31.22 trips / 1000 sq. ft.	100.00	3,122.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	17.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	1.00			100.00
Urban Buses	1.00			100.00
Motorcycles	1.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Mixed-Use Alternative	2.0	1.0	97.0
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UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Mixed-Use Alternative	20.42	34.94	176.58	20.32

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	20.42	34.94	176.58	20.32

Does not include correction for passby trips.  
 Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Area Source Related:

The default wood stove option switch has been changed  
 The default fireplace option switch has been changed  
 The default consumer products option switch has been changed

Operational/Vehicle Related:

The passby option switch has been changed  
 The operational emissions mitigation switch has been changed  
 The default light duty truck fleet mix percentages or fuel/technology classes have been modified  
 The default winter temperature has been modified  
 The default summer temperature has been modified

File Name: METLOXMU.URB  
 Project Name: Mixed-Use  
 Project Location: South Coast Air Basin (Los Angeles area)

## DETAILED REPORT - Summer

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)				
Source	ROG	NOx	CO	PM10
Natural Gas	0.07	0.97	0.39	0.00
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.13	0.01	0.89	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, unmitigated)	0.20	0.97	1.28	0.00

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated)				
Source	ROG	NOx	CO	PM10
Natural Gas	0.01	0.10	0.39	0.00
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.13	0.01	0.89	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, mitigated)	0.14	0.10	1.28	0.00

## Area Source Mitigation Measures

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC7G (10/96)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Proposed Project	34.42 trips / 1000 sq. ft.	100.00	3,442.00

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	17.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Light-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	1.00			100.00
Urban Buses	1.00			100.00
Motorcycles	1.00			
100.00 % all fuels				

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			

## % of Trips - Commercial (by land use)

Proposed Project	2.0	1.0	97.0
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## UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Proposed Project	22.32	38.52	194.68	22.41
TOTAL EMISSIONS (lbs/day)	22.32	38.52	194.68	22.41

Does not include correction for passby trips.

Does not include double counting adjustment for internal trips.

## Changes Made to the Default Values

## Area Source Related:

The default wood stove option switch has been changed  
 The default fireplace option switch has been changed  
 The default consumer products option switch has been changed

## Operational/Vehicle Related:

The passby option switch has been changed  
 The operational emissions mitigation switch has been changed  
 The default light duty truck fleet mix percentages or fuel/technology classes have been modified  
 The default winter temperature has been modified  
 The default summer temperature has been modified

File Name: metloxmu.URB  
 Project Name: Mixed-Use  
 Project Location: South Coast Air Basin (Los Angeles area)

## DETAILED REPORT - Summer

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	0.07	0.97	0.39	0.00
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.13	0.01	0.89	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, unmitigated)	0.20	0.97	1.28	0.00

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	0.01	0.10	0.39	0.00
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.13	0.01	0.89	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, mitigated)	0.14	0.10	1.28	0.00

## Area Source Mitigation Measures

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC7G (10/96)

## Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Mixed-Use Alternative	22.04 trips / 1000 sq. ft.	100.00	2,204.00

## Vehicle Assumptions:

## Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	17.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	1.00			100.00
Urban Buses	1.00			100.00
Motorcycles	1.00			
		100.00	% all fuels	

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			

## % of Trips - Commercial (by land use)

Mixed-Use Alternative	2.0	1.0	97.0
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## UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Mixed-Use Alternative	14.97	24.67	124.66	14.35
TOTAL EMISSIONS (lbs/day)	14.97	24.67	124.66	14.35

Does not include correction for passby trips.  
 Does not include double counting adjustment for internal trips.

## Changes Made to the Default Values

## Area Source Related:

The default wood stove option switch has been changed  
 The default fireplace option switch has been changed  
 The default consumer products option switch has been changed

## Operational/Vehicle Related:

The passby option switch has been changed  
 The operational emissions mitigation switch has been changed  
 The default light duty truck fleet mix percentages or fuel/technology classes have been modified  
 The default winter temperature has been modified  
 The default summer temperature has been modified

## APPENDIX E

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### NOISE PRINTOUTS



QUEST TECHNOLOGIES  
Q-400 Noise Logging Dosimeter

Version Number: 1.47

Serial Number: QD3030048

ne \_\_\_\_\_

rk Area \_\_\_\_\_

ments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

simeter Calibration:

e-survey

110.0dB

01-JUN-00 @ 21:37:21

ibrator:

rial Number \_\_\_\_\_

Calibration Date \_\_\_\_\_

to Settings:

to-On Enabled Mode - Date 04-NOV Time 12:45:00 Duration 08:00 H:M  
vel Triggered Events On Start Level 120.0dB Stop Level 100.0dB

simeter 1 Parameters:

ange	40-140dB	Weighting	A	Time Constant	Fast
erion	90dB	Threshold	40dB	Exchange Rate	5dB
j Period	8.00H	Upper Limit	115dB	Ldn	Off

simeter 2 Parameters:

ange	40-140dB	Weighting	A	Time Constant	Slow
iteration	90dB	Threshold	40dB	Exchange Rate	3dB
j Period	8.00H	Upper Limit	115dB		

Time Summary:

Number of Events 12

Event Started

01-JUN-00 @ 22:32:30  
01-JUN-00 @ 22:54:06  
01-JUN-00 @ 23:18:08  
01-JUN-00 @ 23:35:35  
01-JUN-00 @ 23:50:46  
02-JUN-00 @ 00:01:30  
08-JUN-00 @ 09:43:27  
08-JUN-00 @ 10:03:24  
08-JUN-00 @ 10:20:06  
08-JUN-00 @ 10:40:50  
08-JUN-00 @ 11:01:44  
08-JUN-00 @ 11:01:46

Event Stopped

01-JUN-00 @ 22:42:32  
01-JUN-00 @ 23:05:37  
01-JUN-00 @ 23:28:55  
01-JUN-00 @ 23:46:22  
02-JUN-00 @ 00:01:29  
02-JUN-00 @ 00:01:39  
08-JUN-00 @ 09:56:18  
08-JUN-00 @ 10:15:23  
08-JUN-00 @ 10:30:25  
08-JUN-00 @ 10:51:21  
08-JUN-00 @ 11:01:44  
08-JUN-00 @ 11:12:37

Event	1
Event	2
Event	3
Event	4
Event	5
Event	6
Event	7
Event	8
Event	9
Event	10
Event	11
Event	12

Total Run

1:50:31

Total Pause

0:25:57

Data Summary [Dosimeter 1, A / Fast, Threshold

40dB, Exchange Rate 5dB]

Peak Level 118.6dB

01-JUN-00 @ 23:20:08

Max Level 99.1dB

01-JUN-00 @ 23:20:07

Min Level 42.1dB

01-JUN-00 @ 23:40:02

UL Time 0:00:00

Lavg 58.6dB

Dose 0.29%

SEL(5) 122.0dB

TWA 48.0dB

Dose[8] 1.25%

Ldn OFF

TWA[ 8.00] 58.6dB

Dose[ 8.00] 1.25%

Data Summary [Dosimeter 2, A / Slow, Threshold

40dB, Exchange Rate 3dB]

Peak Level 118.6dB

01-JUN-00 @ 23:20:08

Max Level 92.8dB

01-JUN-00 @ 23:20:07

Min Level 42.5dB

01-JUN-00 @ 23:57:36

UL Time 0:00:00

Leq 64.0dB

Dose 0.05%

SEL(3) 102.2dB

TWA 57.6dB

Dose[8] 0.21%

TWA[ 8.00] 64.0dB

Dose[ 8.00] 0.21%

Expo 0.00Pa2h

Event 1

Name \_\_\_\_\_

Work Area \_\_\_\_\_

Comments \_\_\_\_\_

Event Started 01-JUN-00 @ 22:32:30      Event Stopped 01-JUN-00 @ 22:42:32

Run Time 0:10:01

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]  
Peak Level 95.0dB 01-JUN-00 @ 22:37:58  
Max Level 72.8dB 01-JUN-00 @ 22:35:20  
Min Level 43.9dB 01-JUN-00 @ 22:39:34  
Lavg 49.5dB Dose 0.00% SEL(5) 95.6dB  
TWA 21.5dB Dose[8] 0.00%  
TWA[ 8.00] 49.5dB Dose[ 8.00] 0.00%

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]  
Peak Level 95.0dB 01-JUN-00 @ 22:37:58  
Max Level 71.0dB 01-JUN-00 @ 22:35:21  
Min Level 44.3dB 01-JUN-00 @ 22:39:34  
eq 51.7dB Dose 0.00% SEL(3) 79.4dB  
TWA 34.9dB Dose[8] 0.00%  
TWA[ 8.00] 51.7dB Dose[ 8.00] 0.00% Expo 0.00Pa2h

Event 2

Name \_\_\_\_\_

Work Area \_\_\_\_\_

Comments \_\_\_\_\_

Event Started 01-JUN-00 @ 22:54:06      Event Stopped 01-JUN-00 @ 23:05:37

Run Time 0:11:31

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]  
Peak Level 104.4dB 01-JUN-00 @ 23:05:24  
Max Level 77.5dB 01-JUN-00 @ 23:05:23  
Min Level 43.3dB 01-JUN-00 @ 22:57:07  
vg 53.5dB Dose 0.01% SEL(5) 100.6dB  
TWA 26.6dB Dose[8] 0.41%  
TWA[ 8.00] 53.5dB Dose[ 8.00] 0.41%

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]

Peak Level	104.4dB	01-JUN-00 @ 23:05:24		
Max Level	73.4dB	01-JUN-00 @ 23:02:11		
Min Level	43.8dB	01-JUN-00 @ 22:57:15		
Leq	56.6dB	Dose	0.00%	SEL(3) 84.9dB
TWA	40.4dB	Dose[8]	0.00%	
TWA[ 8.00]	56.6dB	Dose[ 8.00]	0.00%	Expo 0.00Pa2h

Event 3

Name

Work Area

Comments

Event Started  
01-JUN-00 @ 23:18:08

Event Stopped  
01-JUN-00 @ 23:28:55

Run Time 0:10:47

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]

Peak Level	118.6dB	01-JUN-00 @ 23:20:08		
Max Level	99.1dB	01-JUN-00 @ 23:20:07		
Min Level	43.5dB	01-JUN-00 @ 23:27:28		
Lavg	58.5dB	Dose	0.02%	SEL(5) 105.2dB
TWA	31.1dB	Dose[8]	0.89%	
TWA[ 8.00]	58.5dB	Dose[ 8.00]	0.89%	

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]

Peak Level	118.6dB	01-JUN-00 @ 23:20:08		
Max Level	92.8dB	01-JUN-00 @ 23:20:07		
Min Level	44.1dB	01-JUN-00 @ 23:25:41		
Leq	69.9dB	Dose	0.02%	SEL(3) 98.0dB
TWA	53.4dB	Dose[8]	0.89%	
TWA[ 8.00]	69.9dB	Dose[ 8.00]	0.89%	Expo 0.00Pa2h

Event 4

Name

Work Area

Comments

Event Started  
01-JUN-00 @ 23:35:35

Event Stopped  
01-JUN-00 @ 23:46:22

Run Time 0:10:47

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]  
Peak Level 89.7dB 01-JUN-00 @ 23:40:29  
Max Level 78.4dB 01-JUN-00 @ 23:40:28  
Min Level 42.1dB 01-JUN-00 @ 23:40:02  
Leq 51.1dB Dose 0.01% SEL(5) 97.8dB  
TWA 23.7dB Dose[8] 0.44%  
TWA[ 8.00] 51.1dB Dose[ 8.00] 0.44%

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]  
Peak Level 89.7dB 01-JUN-00 @ 23:40:29  
Max Level 75.6dB 01-JUN-00 @ 23:40:29  
Min Level 42.7dB 01-JUN-00 @ 23:40:03  
Leq 56.1dB Dose 0.00% SEL(3) 84.2dB  
TWA 39.6dB Dose[8] 0.00%  
TWA[ 8.00] 56.1dB Dose[ 8.00] 0.00% Expo 0.00Pa2h

Event 5

Name \_\_\_\_\_

Work Area \_\_\_\_\_

Comments \_\_\_\_\_

Event Started Event Stopped  
01-JUN-00 @ 23:50:46 02-JUN-00 @ 00:01:29

Run Time 0:10:43

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]  
Peak Level 101.0dB 01-JUN-00 @ 23:50:47  
Max Level 77.4dB 01-JUN-00 @ 23:50:46  
Min Level 42.1dB 01-JUN-00 @ 23:57:36  
Leq 50.4dB Dose 0.00% SEL(5) 97.0dB  
TWA 22.9dB Dose[8] 0.00%  
TWA[ 8.00] 50.4dB Dose[ 8.00] 0.00%

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]  
Peak Level 101.0dB 01-JUN-00 @ 23:50:47  
Max Level 72.6dB 01-JUN-00 @ 23:54:47  
Min Level 42.5dB 01-JUN-00 @ 23:57:36  
Leq 54.1dB Dose 0.00% SEL(3) 82.2dB  
TWA 37.6dB Dose[8] 0.00%  
TWA[ 8.00] 54.1dB Dose[ 8.00] 0.00% Expo 0.00Pa2h

Event 6

Name \_\_\_\_\_

Work Area \_\_\_\_\_

Comments \_\_\_\_\_

Event Started  
02-JUN-00 @ 00:01:30

Event Stopped  
02-JUN-00 @ 00:01:39

Run Time 0:00:09

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]  
Peak Level 87.6dB 02-JUN-00 @ 00:01:30  
Max Level 52.3dB 02-JUN-00 @ 00:01:38  
Min Level 43.6dB 02-JUN-00 @ 00:01:30  
Lavg 46.1dB Dose 0.00% SEL(5) 62.4dB  
TWA 0.0dB Dose[8] 0.00%  
TWA[ 8.00] 46.1dB Dose[ 8.00] 0.00%

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]  
Peak Level 87.6dB 02-JUN-00 @ 00:01:30  
Max Level 53.9dB 02-JUN-00 @ 00:01:30  
Min Level 45.5dB 02-JUN-00 @ 00:01:36  
Leq 48.0dB Dose 0.00% SEL(3) 57.8dB  
TWA 13.2dB Dose[8] 0.00%  
TWA[ 8.00] 48.0dB Dose[ 8.00] 0.00% Expo 0.00Pa2h

Event 7

Name

Work Area

Comments

Event Started  
08-JUN-00 @ 09:43:27

Event Stopped  
08-JUN-00 @ 09:56:18

Run Time 0:12:50

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]  
Peak Level 102.4dB 08-JUN-00 @ 09:51:24  
Max Level 83.9dB 08-JUN-00 @ 09:51:14  
Min Level 47.4dB 08-JUN-00 @ 09:49:27  
Lavg 62.7dB Dose 0.06% SEL(5) 110.6dB  
TWA 36.5dB Dose[8] 2.24%  
TWA[ 8.00] 62.7dB Dose[ 8.00] 2.24%

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]  
Peak Level 102.4dB 08-JUN-00 @ 09:51:24  
Max Level 82.2dB 08-JUN-00 @ 09:51:24  
Min Level 48.6dB 08-JUN-00 @ 09:49:29  
Leq 65.8dB Dose 0.01% SEL(3) 94.7dB  
TWA 50.1dB Dose[8] 0.37%  
TWA[ 8.00] 65.8dB Dose[ 8.00] 0.37% Expo 0.00Pa2h

Event 8

Name \_\_\_\_\_

Work Area \_\_\_\_\_

Comments \_\_\_\_\_

Event Started  
08-JUN-00 @ 10:03:24

Event Stopped  
08-JUN-00 @ 10:15:23

Run Time 0:11:59

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]

Peak Level	102.0dB	08-JUN-00 @ 10:06:28		
Max Level	89.6dB	08-JUN-00 @ 10:12:49		
Min Level	44.8dB	08-JUN-00 @ 10:10:11		
Avg	62.5dB	Dose	0.05%	SEL(5) 109.9dB
WA	35.8dB	Dose[8]	2.00%	
WA[ 8.00]	62.5dB	Dose[ 8.00]	2.00%	

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]

Peak Level	102.0dB	08-JUN-00 @ 10:06:28		
Max Level	86.2dB	08-JUN-00 @ 10:12:50		
Min Level	45.9dB	08-JUN-00 @ 10:10:08		
eq	66.8dB	Dose	0.01%	SEL(3) 95.3dB
WA	50.7dB	Dose[8]	0.40%	
A[ 8.00]	66.8dB	Dose[ 8.00]	0.40%	Expo 0.00Pa2h

Event 9

Name \_\_\_\_\_

Work Area \_\_\_\_\_

Comments \_\_\_\_\_

Event Started  
08-JUN-00 @ 10:20:06

Event Stopped  
08-JUN-00 @ 10:30:25

Run Time 0:10:18

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]

Peak Level	101.6dB	08-JUN-00 @ 10:28:00		
Max Level	75.1dB	08-JUN-00 @ 10:21:22		
Min Level	47.7dB	08-JUN-00 @ 10:29:32		
Avg	60.4dB	Dose	0.03%	SEL(5) 106.7dB
WA	32.7dB	Dose[8]	1.39%	
[ 8.00]	60.4dB	Dose[ 8.00]	1.39%	

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]

Peak Level 101.6dB  
Max Level 72.0dB  
Min Level 50.6dB  
Leq 61.5dB  
TWA 44.8dB  
TWA[ 8.00] 61.5dB

08-JUN-00 @ 10:28:00  
08-JUN-00 @ 10:24:21  
08-JUN-00 @ 10:29:32  
Dose 0.00%  
Dose[8] 0.00%  
Dose[ 8.00] 0.00%

SEL(3) 89.4dB  
Expo 0.00Pa2h

Event 10

Name

Work Area

Comments

Event Started  
08-JUN-00 @ 10:40:50

Event Stopped  
08-JUN-00 @ 10:51:21

Run Time 0:10:31

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]

Peak Level 101.8dB  
Max Level 75.3dB  
Min Level 45.6dB  
Lavg 55.5dB  
TWA 27.9dB  
TWA[ 8.00] 55.5dB

08-JUN-00 @ 10:41:11  
08-JUN-00 @ 10:41:09  
08-JUN-00 @ 10:47:35  
Dose 0.01%  
Dose[8] 0.45%  
Dose[ 8.00] 0.45%

SEL(5) 102.0dB

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]

Peak Level 101.8dB  
Max Level 74.0dB  
Min Level 47.0dB  
Leq 57.2dB  
TWA 40.6dB  
TWA[ 8.00] 57.2dB

08-JUN-00 @ 10:41:11  
08-JUN-00 @ 10:41:10  
08-JUN-00 @ 10:47:35  
Dose 0.00%  
Dose[8] 0.00%  
Dose[ 8.00] 0.00%

SEL(3) 85.2dB

Expo 0.00Pa2h

Event 11

Name

Work Area

Comments

Event Started  
08-JUN-00 @ 11:01:44

Event Stopped  
08-JUN-00 @ 11:01:44

Run Time 0:00:00

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]



Peak Level	87.6dB	08-JUN-00 @ 11:01:44		
Max Level	55.6dB	08-JUN-00 @ 11:01:44		
Min Level	52.6dB	08-JUN-00 @ 11:01:44		
Lavg	54.3dB	Dose	0.00%	SEL(5) 43.4dB
VA	0.0dB	Dose[8]	0.00%	
LWA[ 8.00]	54.3dB	Dose[ 8.00]	0.00%	

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]

Peak Level	87.6dB	08-JUN-00 @ 11:01:44		
Max Level	55.1dB	08-JUN-00 @ 11:01:44		
Min Level	55.0dB	08-JUN-00 @ 11:01:44		
Leq	55.0dB	Dose	0.00%	SEL(3) 48.4dB
LWA	3.8dB	Dose[8]	0.00%	
LWA[ 8.00]	55.0dB	Dose[ 8.00]	0.00%	Expo 0.00Pa2h

Event 12

Name \_\_\_\_\_

Work Area \_\_\_\_\_

Comments \_\_\_\_\_

Event Started  
08-JUN-00 @ 11:01:46

Event Stopped  
08-JUN-00 @ 11:12:37

Run Time 0:10:50

Data Summary [Dosimeter 1, A / Fast, Threshold 40dB, Exchange Rate 5dB]

Peak Level	106.3dB	08-JUN-00 @ 11:08:06		
Max Level	80.1dB	08-JUN-00 @ 11:08:05		
Min Level	49.2dB	08-JUN-00 @ 11:05:47		
Lavg	63.2dB	Dose	0.05%	SEL(5) 109.9dB
LWA	35.9dB	Dose[8]	2.21%	
LWA[ 8.00]	63.2dB	Dose[ 8.00]	2.21%	

Data Summary [Dosimeter 2, A / Slow, Threshold 40dB, Exchange Rate 3dB]

Peak Level	106.3dB	08-JUN-00 @ 11:08:06		
Max Level	78.2dB	08-JUN-00 @ 11:08:05		
Min Level	50.8dB	08-JUN-00 @ 11:05:21		
Leq	64.9dB	Dose	0.00%	SEL(3) 93.0dB
LWA	48.4dB	Dose[8]	0.00%	
LWA[ 8.00]	64.9dB	Dose[ 8.00]	0.00%	Expo 0.00Pa2h

Lavg TIME HISTORY [Dosimeter 1]  
 Weighting A Time Constant Fast  
 Threshold 40dB Exchange Rate 5dB

Page

1 (Min) Event (1)

01-JUN-00

Time	Lavg				
22:32:30	49.3dB	50.3dB	54.8dB	47.3dB	47.6dB
22:37:30	48.9dB	47.7dB	47.8dB	48.9dB	48.4dB
Time	Lavg				

1 (Min) Event (2)

01-JUN-00

Time	Lavg				
22:54:06	53.4dB	55.0dB	56.3dB	45.0dB	50.0dB
22:59:06	47.2dB	55.6dB	49.1dB	58.5dB	53.4dB
23:04:06	52.5dB				
Time	Lavg				

1 (Min) Event (3)

01-JUN-00

Time	Lavg				
23:18:08	52.3dB	68.1dB	64.1dB	53.5dB	48.1dB
23:23:08	48.6dB	55.5dB	47.2dB	53.2dB	46.6dB
Time	Lavg				

1 (Min) Event (4)

01-JUN-00

Time	Lavg				
23:35:35	46.6dB	45.8dB	46.4dB	45.7dB	56.6dB
23:40:35	54.6dB	52.3dB	46.5dB	54.6dB	50.0dB
Time	Lavg				

1 (Min) Event (5)

01-JUN-00

Time	Lavg				
23:50:46	55.3dB	49.2dB	48.8dB	49.1dB	52.9dB
23:55:46	52.6dB	48.5dB	49.6dB	47.3dB	44.8dB
Time	Lavg				

1 (Min) Event (7)

08-JUN-00

Time	Lavg				
09:43:27	58.7dB	59.5dB	60.5dB	59.2dB	57.7dB
09:48:27	62.5dB	61.6dB	69.2dB	57.7dB	64.8dB
09:53:27	63.8dB	64.8dB			
Time	Lavg				

1 (Min) Event (8)

08-JUN-00

Time	Lavg				
10:03:24	59.6dB	58.8dB	68.1dB	67.5dB	61.2dB

0:08:24	58.0dB	59.7dB	54.2dB	62.4dB	66.4dB
0:13:24	59.2dB				
Time	Lavg				

(Min) Event (9)

08-JUN-00

Time	Lavg				
0:20:06	58.9dB	58.3dB	59.2dB	59.1dB	62.5dB
0:25:06	60.7dB	60.3dB	61.9dB	60.7dB	61.1dB
Time	Lavg				

(Min) Event (10)

08-JUN-00

Time	Lavg				
10:40:50	60.2dB	58.0dB	52.6dB	52.4dB	55.9dB
10:45:50	55.4dB	50.4dB	55.7dB	56.4dB	53.5dB
Time	Lavg				

(Min) Event (12)

08-JUN-00

Time	Lavg				
11:01:46	64.2dB	60.4dB	63.4dB	56.4dB	64.5dB
11:06:46	64.9dB	66.3dB	62.5dB	61.9dB	63.6dB
Time	Lavg				

Max TIME HISTORY [Dosimeter 1]  
Weighting A Time Constant Fast  
Threshold 40dB Exchange Rate 5dB

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1 (Min) Event (1)

01-JUN-00

Time	Max				
22:32:30	69.5dB	61.8dB	72.8dB	57.1dB	55.3dB
22:37:30	62.0dB	55.8dB	55.3dB	54.5dB	56.8dB
Time	Max				

1 (Min) Event (2)

01-JUN-00

Time	Max				
22:54:06	74.6dB	65.2dB	70.2dB	48.6dB	66.4dB
22:59:06	51.7dB	67.1dB	62.4dB	75.4dB	68.0dB
23:04:06	67.9dB				
Time	Max				

1 (Min) Event (3)

01-JUN-00

Time	Max				
23:18:08	73.2dB	99.1dB	95.7dB	69.0dB	55.8dB
23:23:08	55.0dB	69.5dB	55.8dB	71.6dB	51.3dB
Time	Max				

1 (Min) Event (4)

01-JUN-00

Time	Max				
23:35:35	64.4dB	58.2dB	52.9dB	51.4dB	78.4dB
23:40:35	76.4dB	69.5dB	56.8dB	72.4dB	67.4dB
Time	Max				

1 (Min) Event (5)

01-JUN-00

Time	Max				
23:50:46	77.4dB	58.7dB	57.1dB	67.1dB	75.1dB
23:55:46	67.9dB	65.8dB	59.9dB	52.2dB	50.7dB
Time	Max				

1 (Min) Event (7)

08-JUN-00

Time	Max				
09:43:27	74.5dB	70.2dB	73.9dB	71.2dB	70.3dB
09:48:27	74.0dB	75.9dB	83.9dB	69.1dB	76.4dB
09:53:27	75.5dB	75.9dB			
Time	Max				

1 (Min) Event (8)

08-JUN-00

Time	Max				
10:03:24	75.8dB	75.4dB	82.4dB	84.6dB	74.9dB

10:08:24	72.1dB	72.2dB	60.6dB	75.9dB	89.6dB
10:13:24	75.8dB				
Time	Max				

1 (Min) Event (9)

08-JUN-00

Time	Max				
10:20:06	68.1dB	75.1dB	66.8dB	70.3dB	74.3dB
10:25:06	68.9dB	74.3dB	71.0dB	71.7dB	71.0dB
Time	Max				

1 (Min) Event (10)

08-JUN-00

Time	Max				
10:40:50	75.3dB	67.4dB	61.3dB	58.2dB	66.0dB
10:45:50	65.4dB	60.5dB	63.5dB	65.9dB	65.8dB
Time	Max				

1 (Min) Event (12)

08-JUN-00

Time	Max				
11:01:46	75.1dB	72.4dB	79.5dB	66.1dB	72.2dB
11:06:46	73.7dB	80.1dB	74.7dB	76.4dB	75.2dB
Time	Max				

## Peak TIME HISTORY

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## 1 (Min) Event (1)

01-JUN-00

Time	Peak				
22:32:30	93.7dB	93.4dB	94.3dB	87.6dB	87.6dB
22:37:30	95.0dB	87.6dB	87.6dB	88.6dB	87.6dB
Time	Peak				

## 1 (Min) Event (2)

01-JUN-00

Time	Peak				
22:54:06	101.3dB	87.6dB	87.6dB	87.6dB	87.6dB
22:59:06	87.6dB	87.6dB	87.6dB	91.5dB	87.6dB
23:04:06	87.6dB				
Time	Peak				

## 1 (Min) Event (3)

01-JUN-00

Time	Peak				
23:18:08	101.7dB	118.6dB	112.6dB	87.6dB	90.2dB
23:23:08	87.6dB	87.6dB	87.6dB	87.6dB	87.6dB
Time	Peak				

## 1 (Min) Event (4)

01-JUN-00

Time	Peak				
23:35:35	87.8dB	87.6dB	87.6dB	87.6dB	89.7dB
23:40:35	87.6dB	87.6dB	87.6dB	87.6dB	87.6dB
Time	Peak				

## 1 (Min) Event (5)

01-JUN-00

Time	Peak				
23:50:46	101.0dB	87.6dB	87.6dB	87.6dB	92.6dB
23:55:46	87.6dB	87.6dB	87.6dB	87.6dB	87.6dB
Time	Peak				

## 1 (Min) Event (7)

08-JUN-00

Time	Peak				
09:43:27	91.2dB	87.6dB	96.9dB	90.9dB	87.6dB
09:48:27	93.4dB	101.8dB	102.4dB	87.6dB	101.9dB
09:53:27	93.5dB	101.5dB			
Time	Peak				

## 1 (Min) Event (8)

08-JUN-00

Time	Peak				
10:03:24	94.3dB	88.4dB	91.8dB	102.0dB	93.0dB

0:08:24	92.6dB	87.6dB	87.6dB	91.8dB	98.8dB
0:13:24	101.7dB				
ime	Peak				

(Min) Event (9)

8-JUN-00					
ime	Peak				
0:20:06	92.2dB	88.2dB	89.5dB	101.3dB	94.3dB
0:25:06	92.9dB	94.9dB	101.6dB	101.6dB	95.4dB
ime	Peak				

(Min) Event (10)

8-JUN-00					
ime	Peak				
0:40:50	101.8dB	101.7dB	93.6dB	93.4dB	91.8dB
0:45:50	101.3dB	96.5dB	94.4dB	101.6dB	101.5dB
ime	Peak				

(Min) Event (12)

8-JUN-00					
ime	Peak				
1:01:46	101.9dB	101.6dB	101.6dB	97.2dB	101.7dB
1:06:46	101.6dB	106.3dB	101.6dB	101.6dB	101.8dB
ime	Peak				

% TIME STATISTICAL DISTRIBUTION [Dosimeter 1]  
 Weighting A Time Constant Fast

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Total Samples 212203  
 Total Run 1:50:31

dB	Samples	% Time	0	20	40	60	80	100
42	899	0.42%	*					
43	4819	2.27%	**					
44	13774	6.49%	****					
45	18075	8.51%	*****					
46	13389	6.30%	****					
47	11848	5.58%	***					
48	10698	5.04%	***					
49	10104	4.76%	***					
50	9925	4.67%	***					
51	10506	4.95%	***					
52	10664	5.02%	***					
53	10074	4.74%	***					
54	8902	4.19%	***					
55	8713	4.10%	***					
56	8501	4.00%	***					
57	7761	3.65%	**					
58	6901	3.25%	**					
59	5902	2.78%	**					
60	5186	2.44%	**					
61	4524	2.13%	**					
62	4284	2.01%	**					
63	3577	1.68%	*					
64	3518	1.65%	*					
65	3715	1.75%	*					
66	3288	1.54%	*					
67	2675	1.26%	*					
68	2248	1.05%	*					
69	1774	0.83%	*					
70	1476	0.69%	*					
71	1095	0.51%	*					
72	856	0.40%	*					
73	676	0.31%	*					
74	560	0.26%	*					
75	361	0.17%	*					
76	136	0.06%	*					
77	107	0.05%	*					
78	103	0.04%	*					
79	107	0.05%	*					
80	94	0.04%	*					
81	97	0.04%	*					
82	64	0.03%	*					
83	45	0.02%	*					
84	27	0.01%	*					
85	28	0.01%	*					
86	22	0.01%	*					
87	24	0.01%	*					
88	16	0.00%	*					
89	22	0.01%	*					
90	7	0.00%	*					
91	5	0.00%	*					



92	7	0.00%	*
93	4	0.00%	*
94	5	0.00%	*
95	6	0.00%	*
96	3	0.00%	*
97	2	0.00%	*
98	2	0.00%	*
99	2	0.00%	*

dB	Samples	% Time	
			+-----+-----+-----+-----+-----+-----+-----+-----+
			0 20 40 60 80 100

% TIME STATISTICAL DISTRIBUTION [Dosimeter 2]  
 Weighting A Time Constant Slow

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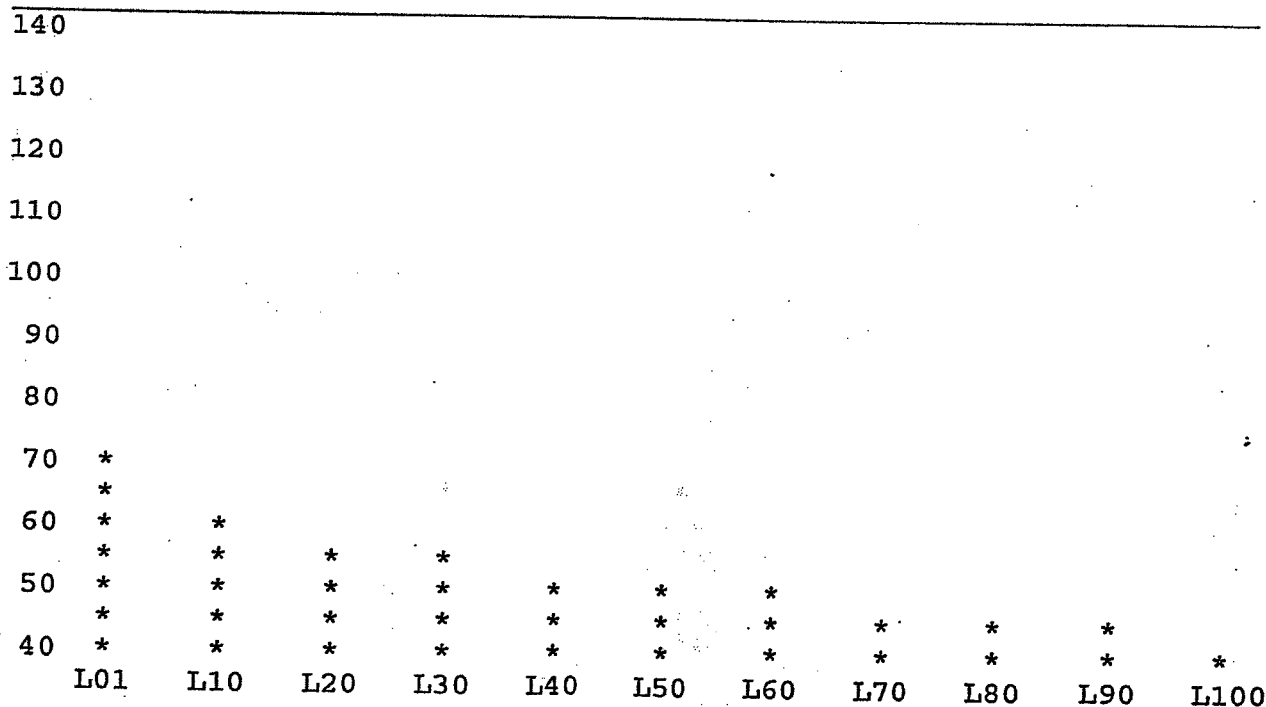
Total Samples 212203  
 Total Run 1:50:31

dB	Samples	% Time	0	20	40	60	80	100
42	517	0.24%	*					
43	4036	1.90%	*					
44	12312	5.80%	***					
45	15941	7.51%	****					
46	13377	6.30%	****					
47	10964	5.16%	***					
48	9750	4.59%	***					
49	9991	4.70%	***					
50	9920	4.67%	***					
51	10054	4.73%	***					
52	11541	5.43%	***					
53	9513	4.48%	***					
54	8606	4.05%	***					
55	7589	3.57%	**					
56	8441	3.97%	**					
57	8464	3.98%	**					
58	7966	3.75%	**					
59	6347	2.99%	**					
60	5331	2.51%	**					
61	4995	2.35%	**					
62	4847	2.28%	**					
63	4222	1.98%	*					
64	4233	1.99%	*					
65	4282	2.01%	**					
66	4244	1.99%	*					
67	3717	1.75%	*					
68	2728	1.28%	*					
69	1911	0.90%	*					
70	1252	0.59%	*					
71	1311	0.61%	*					
72	951	0.44%	*					
73	754	0.35%	*					
74	439	0.20%	*					
75	290	0.13%	*					
76	140	0.06%	*					
77	177	0.08%	*					
78	182	0.08%	*					
79	129	0.06%	*					
80	154	0.07%	*					
81	200	0.09%	*					
82	110	0.05%	*					
83	49	0.02%	*					
84	55	0.02%	*					
85	53	0.02%	*					
86	28	0.01%	*					
87	9	0.00%	*					
88	7	0.00%	*					
89	9	0.00%	*					
90	10	0.00%	*					
91	21	0.00%	*					

. 92      34      0.01%      \*  
dB      Samples      % Time      +-----+-----+-----+-----+-----+  
0      20      40      60      80      100

EXCEEDANCE LEVELS [Dosimeter 1]  
 Weighting A Time Constant Fast

L01	73dB	L02	71dB	L03	69dB	L04	68dB	L05	67dB
L06	66dB	L07	66dB	L08	65dB	L09	65dB	L10	64dB
L11	63dB	L12	63dB	L13	62dB	L14	62dB	L15	61dB
L16	61dB	L17	60dB	L18	60dB	L19	60dB	L20	59dB
L21	59dB	L22	58dB	L23	58dB	L24	58dB	L25	58dB
L26	57dB	L27	57dB	L28	57dB	L29	56dB	L30	56dB
L31	56dB	L32	56dB	L33	55dB	L34	55dB	L35	55dB
L36	55dB	L37	55dB	L38	54dB	L39	54dB	L40	54dB
L41	54dB	L42	53dB	L43	53dB	L44	53dB	L45	53dB
L46	52dB	L47	52dB	L48	52dB	L49	52dB	L50	52dB
L51	51dB	L52	51dB	L53	51dB	L54	51dB	L55	51dB
L56	50dB	L57	50dB	L58	50dB	L59	50dB	L60	50dB
L61	49dB	L62	49dB	L63	49dB	L64	49dB	L65	49dB
L66	48dB	L67	48dB	L68	48dB	L69	48dB	L70	48dB
L71	47dB	L72	47dB	L73	47dB	L74	47dB	L75	47dB
L76	46dB	L77	46dB	L78	46dB	L79	46dB	L80	46dB
L81	46dB	L82	46dB	L83	45dB	L84	45dB	L85	45dB
L86	45dB	L87	45dB	L88	45dB	L89	45dB	L90	45dB
L91	44dB	L92	44dB	L93	44dB	L94	44dB	L95	44dB
L96	44dB	L97	44dB	L98	43dB	L99	43dB	L100	42dB



EXCEEDANCE LEVELS [Dosimeter 2]  
 Weighting A Time Constant Slow

1	73dB	L02	71dB	L03	69dB	L04	68dB	L05	68dB
6	67dB	L07	66dB	L08	66dB	L09	65dB	L10	65dB
11	64dB	L12	64dB	L13	63dB	L14	63dB	L15	62dB
16	62dB	L17	62dB	L18	61dB	L19	61dB	L20	60dB
21	60dB	L22	60dB	L23	59dB	L24	59dB	L25	59dB
26	58dB	L27	58dB	L28	58dB	L29	57dB	L30	57dB
31	57dB	L32	57dB	L33	56dB	L34	56dB	L35	56dB
36	56dB	L37	55dB	L38	55dB	L39	55dB	L40	55dB
41	54dB	L42	54dB	L43	54dB	L44	54dB	L45	53dB
46	53dB	L47	53dB	L48	53dB	L49	52dB	L50	52dB
51	52dB	L52	52dB	L53	52dB	L54	52dB	L55	51dB
56	51dB	L57	51dB	L58	51dB	L59	51dB	L60	50dB
61	50dB	L62	50dB	L63	50dB	L64	49dB	L65	49dB
66	49dB	L67	49dB	L68	49dB	L69	48dB	L70	48dB
71	48dB	L72	48dB	L73	48dB	L74	47dB	L75	47dB
76	47dB	L77	47dB	L78	47dB	L79	46dB	L80	46dB
81	46dB	L82	46dB	L83	46dB	L84	46dB	L85	45dB
86	45dB	L87	45dB	L88	45dB	L89	45dB	L90	45dB
91	45dB	L92	45dB	L93	44dB	L94	44dB	L95	44dB
96	44dB	L97	44dB	L98	43dB	L99	43dB	L100	42dB

40

30

20

10

00

90

80

70

60

50

40

L01 L10 L20 L30 L40 L50 L60 L70 L80 L90 L100

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2000/Summer Weekday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	530	40	25	65
Valley	15th Street	Manhattan Beach	555	40	150	54
13th Street /	Highland	Morningside	161	35	20	60
15th Street	Highland	15th Street	821	35	25	66
Source: Terry/A. Hayes/Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2000/Winter Weekday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO		0.75	0.20	0.97
MED TRUCK		0.02	0.00	0.02
HVY TRUCK		0.01	0.00	0.01
24 HR DIST.		0.78	0.20	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore Valley / 13th Street	Manhattan Beach	15th Street	446	40	25	65
15th Street	15th Street	Manhattan Beach	441	40	150	53
	Highland	Morningside	292	35	20	63
	Highland	15th Street	625	35	25	65
Source: Terry A. Hayes Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2000/Summer Saturday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	416	40	25	64
Valley	15th Street	Manhattan Beach	353	40	150	52
13th Street	Highland	Morningside	232	35	20	62
15th Street	Highland	15th Street	724	35	25	65
Source: Terry A. Hayes Associates						



PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2000/Summer Sunday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	478	40	25	65
Valley	15th Street	Manhattan Beach	399	40	150	53
13th Street	Highland	Morningside	202	35	20	61
15th Street	Highland	15th Street	612	35	25	65
Source: Terry A. Hayes Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2005/Summer Weekday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO		0.75	0.20	0.97
MED TRUCK		0.02	0.00	0.02
HVY TRUCK		0.01	0.00	0.01
24 HR DIST.		0.78	0.20	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	570	40	25	66
Valley	15th Street	Manhattan Beach	613	40	150	54
13th Street	Highland	Morningside	200	35	20	61
15th Street	Highland	15th Street	907	35	25	66
Source: Terry/A. Hayes Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2005/Summer Saturday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	459	40	25	65
Valley	15th Street	Manhattan Beach	390	40	150	52
13th Street	Highland	Morningside	257	35	20	62
15th Street	Highland	15th Street	800	35	25	66
Source: Terry A. Hayes Associates						

PROJECT NAME	Civic Center/Metlo Development
YEAR/SCENARIO	2005/Winter Weekday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO		0.75	0.20	0.97
MED TRUCK		0.02	0.00	0.02
HVY TRUCK		0.01	0.00	0.01
24 HR DIST.		0.78	0.20	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	503	40	25	65
Valley	15th Street	Manhattan Beach	497	40	150	53
13th Street	Highland	Morningside	324	35	20	63
15th Street	Highland	15th Street	687	35	25	65
Source Terry A. Hayes Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2005/Summer Sunday

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	529	40	25	65
Valley	15th Street	Manhattan Beach	439	40	150	53
13th Street	Highland	Morningside	220	35	20	62
15th Street	Highland	15th Street	677	35	25	65
Source: Terry A. Hayes Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2005/Summer Weekday (With Project)

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	616	40	25	66
Valley	15th Street	Manhattan Beach	760	40	150	55
13th Street	Highland	Morningside	219	35	20	62
15th Street	Highland	15th Street	1047	35	25	67
Source: Terry/A. Hayes Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2005/Winter Weekday (With Project)

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	544	40	25	66
Valley	15th Street	Manhattan Beach	631	40	150	55
13th Street	Highland	Morningside	363	35	20	64
15th Street	Highland	15th Street	807	35	25	66
Source: Terry A. Hayes Associates						

PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2005/Summer Saturday (With Project)

# VEHICLE DISTRIBUTION

TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO				
MED TRUCK	0.75		0.20	0.97
HVY TRUCK	0.02		0.00	0.02
24 HR DIST.	0.01		0.00	0.01
	0.78		0.20	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	499	40	25	65
Valley	15th Street	Manhattan Beach	602	40	150	54
13th Street /	Highland	Morningside	292	35	20	63
15th Street	Highland	15th Street	893	35	25	66
Source: Terry A. Hayes Associates						



PROJECT NAME	Civic Center/Metlox Development
YEAR/SCENARIO	2005/Summer Sunday (With Project)

VEHICLE DISTRIBUTION				
TYPE	7:00 AM - 7:00 PM	7:00 PM - 10:00 PM	10:00 PM - 7:00 AM	TOTAL
AUTO	0.75	0.20	0.02	0.97
MED TRUCK	0.02	0.00	0.00	0.02
HVY TRUCK	0.01	0.00	0.00	0.01
24 HR DIST.	0.78	0.20	0.02	1.00

ROADWAY SEGMENT	From	To	TRAFFIC VOLUME (VPH)	SPEED (MPH)	RECEPTOR DISTANCE (feet)	CNEL (dBA)
Ardmore	Manhattan Beach	15th Street	567	40	25	66
Valley	15th Street	Manhattan Beach	618	40	150	54
13th Street	Highland	Morningside	257	35	20	62
15th Street	Highland	15th Street	797	35	25	66
Source: Terry A. Hayes Associates						

**TRAFFIC STUDY FOR PROPOSED  
CIVIC CENTER/METLOX  
DEVELOPMENT PROJECT  
IN THE CITY OF MANHATTAN BEACH**

**Prepared for:**

**CITY OF MANHATTAN BEACH  
&  
CHRISTOPHER A. JOSEPH & ASSOCIATES**

**Prepared by:**

**Crain & Associates  
2007 Sawtelle Boulevard  
Los Angeles, California 90025  
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**Revised September 2000**

## EXECUTIVE SUMMARY

The proposed project consists of the redevelopment of an existing public Civic Center and a private mixed-use development on the former Metlox Pottery site in the City of Manhattan Beach. The Civic Center portion of the project consists of the demolition and reconstruction of the Police and Fire Department buildings and the expansion of Library facilities to provide additional library space as well as a Cultural Arts Center. In addition to the redevelopment of existing uses, approximately 90,000 square feet of commercial office, retail, restaurant, day spa and lodging uses are proposed. The project site is located within an area bounded by Manhattan Beach Boulevard to the south, Valley Drive to the east, 15<sup>th</sup> Street to the north and Morningside Drive and Highland Avenue to the west.

Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking scheme will serve both developments as well as provide additional parking for the downtown Manhattan Beach area. A total of at least 562 parking spaces will serve the project site. Driveways on 15th Street, Valley Drive, and Morningside Drive will provide access to the parking area. Service and delivery vehicle access will be provided from 13<sup>th</sup> Street as well as Morningside Drive.

The project also proposes several roadway improvements in the project vicinity. These improvements include the conversion of Valley Drive from a one-way southbound facility to two-way operation between 15<sup>th</sup> Street and 13<sup>th</sup> Street. In addition, 13<sup>th</sup> Street would be extended as part of the project to provide vehicular access through the project site from Morningside Drive to Valley Drive. As a part of these roadway improvements, Morningside Drive is proposed to be converted to a northbound one-way street north of Manhattan Beach Boulevard.

As part of the environmental review of the Metlox/Civic Center project, 16 intersections were analyzed to determine the traffic impacts resulting from the addition of project traffic to the surrounding roadway system. This analysis was performed for summer and winter weekday (AM and PM peak hour) conditions, as well as summer weekend (Saturday and Sunday peak hour) conditions. Upon completion of the project, it is expected to generate an additional 3,442 daily trips with 138 weekday AM peak hour trips and 387 weekday PM peak hour trips. In addition, 3,674 weekend daily, including 392 peak hour trips are expected to be generated.

The results of this analysis indicate that five intersections will be significantly impacted by the proposed project. These intersections are listed below:

- o Highland Avenue and 15<sup>th</sup> Street (Winter PM Peak Hour, Summer PM Peak Hour & Summer Saturday and Sunday Peak Hours)
- o Highland Avenue & 13<sup>th</sup> Street (Winter PM Peak Hour)
- o Manhattan Beach Boulevard & Highland Avenue (Summer Sunday Peak Hour)
- o Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. (Summer AM & PM Peak Hours and Summer Sunday Peak Hours)
- o Manhattan Beach Blvd. & Sepulveda Blvd. (Winter PM Peak Hour, Summer Saturday & Sunday Peak Hours)

The City of Manhattan Beach area roadway system currently makes full use of the available rights-of-way. The streets are currently fully utilized for either travel lanes, turn channelization or on-street parking. The parkways also contain pedestrian and landscape resources. A review of the locations which would have significant traffic impacts during one or more time periods shows that physically improving the roadways to provide additional traffic capacity would require the removal of other amenities. The following measures are intended to address project impacts, as well as improve traffic conditions throughout the area.

- o Highland Avenue & 15<sup>th</sup> Street - Widen Highland Avenue north of 15<sup>th</sup> Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.
- o Highland Avenue & 13th Street - Install a two phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts. This restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13<sup>th</sup> Street to a one-way eastbound scheme is another option. However, secondary impacts at other intersections from these restrictions would arise.
- o Highland Avenue and Manhattan Beach Boulevard - Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening requires the acquisition of additional right-of-way and the removal of existing amenities. This is not considered feasible.
- o Manhattan Beach Blvd. & Sepulveda Blvd. - Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.
- o Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. - Install dual southbound left-turn lanes at this intersection at such a time that two left-turn lanes are warranted based on actual traffic counts.

The implementation of the above mitigation measures will help to reduce project impacts; however, significant impacts will remain at the intersection of Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue after the implementation of all feasible mitigation measures during summer weekdays. In addition, one unmitigatable impact will remain at Highland Avenue and Manhattan Beach Boulevard during the Summer Sunday peak hour.

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## PROJECT DESCRIPTION

The proposed project consists of the redevelopment of an existing public Civic Center and a private mixed-use development on the former Metlox Pottery site in the City of Manhattan Beach. The project site is generally bounded by Manhattan Beach Boulevard to the south, Valley Drive to the east, 15<sup>th</sup> Street to the north and Morningside Drive and Highland Avenue to the west.

The Civic Center site is approximately 4.77 acres and includes Police (20,000 sf) and Fire (10,568 sf) Department buildings, the Public Library Building (12,100 sf), the City Hall Building, and the Civic Center surface parking lot. No changes to the existing City Hall are proposed and it is not considered as part of this project. Excluding areas proposed for right-of-way dedications, the Metlox portion of the project site is approximately 2.19 acres and includes the area from Manhattan Beach Boulevard to 13<sup>th</sup> Street, between Valley Drive and Morningside Drive, excluding the H20 property. The site plan is shown in Figure 2, Conceptual Project Site Plan.

The Civic Center portion of the project consists of the demolition and reconstruction of the Police and Fire Department buildings and the expansion of the Library to provide additional library space as well as a Cultural Arts Center. The existing Police and Fire Department facilities will be replaced with a 57,000 square foot combined Police and Fire Department that will incorporate all administrative and operational functions of these two departments. As currently proposed, the Police and Fire Department facilities will be comprised of a two-level building with one level below grade. No additional staff or personnel requirements are expected for either department. The proposed Library and Cultural Arts Center will consist of a 40,000 square foot structure with approximately 10,000 square feet devoted for a 99-seat Cultural Arts Center and



## FIGURE 2

## CONCEPTUAL PROJECT SITE PLAN



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Los Angeles, California 90025  
(310) 473-6508

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30,000 square feet of Library Space. The Library will contain reference materials and periodicals for children, teens and adults, meeting and reading rooms, and restrooms both for the community and library staff. The Cultural Center will be comprised of a stage for live community performances, dressing rooms, lobby, offices, kitchenette, restrooms, and exhibition space.

The Metlox portion of the project consists of approximately 90,000 square feet of mixed-use commercial development including 6,400 square feet of restaurants, 23,200 square feet of retail, a 3,000 square foot day spa, 26,411 square feet of commercial offices and a 40-room inn. In addition to these building uses, approximately 30,000 square feet of the site will be devoted to public open space such as Gateway Plaza, the Town Square, outdoor plazas (paseos), and a sculpture garden. A lookout tower will be incorporated as part of the Town Square to offer the public views of the pier, beach, ocean and other local landmarks. The bed and breakfast inn will also be incorporated with additional courtyard and garden areas.

Pedestrian access will be provided by sidewalks on surrounding street system as well as internal circulation paths. Pedestrian linkages will also exist between the Metlox development, the Civic Center development, and the existing downtown Manhattan Beach area.

Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking structure(s) will serve both developments as well as provide additional parking for the downtown Manhattan Beach area. Driveways on 15th Street, Valley Drive and Morningside Drive will provide access to the parking area.

The project also proposes to convert Valley Drive from a one-way southbound facility to two-way operation between 15<sup>th</sup> Street and 13<sup>th</sup> Street. In addition, 13<sup>th</sup> Street would be extended as part of the project to provide vehicular access through the project site from Morningside Drive to Valley Drive. As a part of these roadway improvements, Morningside Drive is proposed to be converted to a northbound one-way street north of Manhattan Beach Boulevard. These roadway improvements will help to improve the circulation of not only project traffic, but also existing traffic and will add additional on-street parking capacity.

This report also addresses the traffic impacts of two project alternatives. A detailed description of this analysis is presented in the appendix of this report.

## ENVIRONMENTAL SETTING

The project site is located at the corner of Manhattan Beach Boulevard and Valley Drive in the City of Manhattan Beach. Manhattan Beach is located in the South Bay region of Los Angeles County, approximately two miles south of the Los Angeles International Airport. Surrounding cities include El Segundo to the north, Hermosa Beach to the south, and Hawthorne and Redondo Beach to the east. The Pacific Ocean forms the western boundary of the city. The project site is located in the downtown area of Manhattan Beach, with a variety of retail, commercial and residential land uses within close proximity to the project site. The following describes the most important streets and access points in the study area.

### Streets and Highways

Marine Avenue is an east-west oriented collector street located approximately one-half mile north of Manhattan Beach Boulevard and to the northeast of the project site. This facility parallels Manhattan Beach Boulevard, and generally provides service between the coast and Vermont Avenue, on the east edge of the City of Gardena. Marine Avenue in the project vicinity is generally 22 to 28 feet in width, and provides a single traffic lane in each direction. On-street parking is typically allowed in the study area.

Highland Avenue is a north/south collector street that forms the western boundary of the project site. This facility provides service from 45th Street in the north where it continues as Vista Del Mar to Longfellow Avenue to the south where it terminates. Highland Avenue in the project vicinity is generally 36 feet in width with one travel lane per direction and on-street parking.

Ardmore Avenue and Valley Drive are roughly parallel roadways along an abandoned railroad right-of-way which meanders through the City, from Sepulveda Boulevard near the northern City limits to the southern Hermosa Beach City limits at Herondo Street.

Valley Drive forms the eastern boundary of the project site. The two roadways provide couplet service, with one-way northbound Ardmore Avenue flows and one-way southbound Valley Drive flows, between 1st/2nd Street and 15th Street. North of 15th Street, both Ardmore Avenue and Valley Drive provide two-way operation, with one through traffic lane in each direction. On-street parking is provided along the west side of Valley Drive, and the east side of Ardmore Avenue generally throughout the study area. Additionally, off-street parking areas are provided on the east side of Valley Drive near the City recreation facilities at Live Oak Park.

Blanche Road is a designated major local facility to the northeast of the project site. Blanche Road provides access from Rosecrans Avenue at the north City limit southward to Valley Drive, where it terminates. One travel lane is generally provided in each direction with the provision of limited on-street parking in a 30 foot wide roadbed.

Pacific Avenue is a north-south roadway to the east the project site. This facility is an important collector roadway, providing a single lane plus on-street parking in each direction. Pacific Avenue is generally 38 to 40 feet wide through the City, although between 17th Street and Manhattan Beach Boulevard, adjacent to the Pacific School and City Child Development Center, this street widens to approximately 50 feet in width.

Sepulveda Boulevard is a north-south Major Highway located approximately one mile to the east of the project. Sepulveda Boulevard (State Route 1) is the key north/south transportation facility in the study area, providing continuous service throughout the Westside, from the San Fernando Valley through Orange County. South of the City, Sepulveda Boulevard becomes the Pacific Coast Highway. In the project vicinity, Sepulveda Boulevard is approximately 72 feet wide, and typically provides three through lanes in each direction plus left-turn channelization and a raised median island.

15th Street is an east-west oriented major local street that forms the northern boundary of the project site. This street provides access to the site, and provides service roughly between the coast and Laurel Avenue. 15th Street is approximately 40 feet in width and provides a two travel lanes in each direction between Highland Avenue and Valley Drive. Parking is generally allowed along both sides the street, although between Ardmore Avenue and Laurel Avenue, parking is prohibited along the south side of the street.

13th Street is a short local street that bisects the project site. In the project vicinity, 13<sup>th</sup> Street extends from Highland Avenue to Morningside Drive. One travel lane is provided in each direction with the provision of on-street parking. At the intersection of Highland Avenue, left turns from 13<sup>th</sup> Street are prohibited.

Manhattan Beach Boulevard is an east-west arterial that extends from the Manhattan Beach pier easterly to Van Ness Avenue in the City of Gardena. In the project vicinity, Manhattan Beach Boulevard is approximately 50 feet wide, although east of Pacific Avenue, Manhattan Beach Boulevard exhibits a 60-foot width for most of its length through the City. This facility provides two through traffic lanes in each direction east of Pacific Avenue with parking generally allowed on both sides of the street. West of Pacific Avenue, Manhattan Beach Boulevard continues to provide two lanes eastbound, but only one lane westbound plus on-street parking. Left-turn channelization has also been installed at major intersections along this roadway.

Manhattan Avenue is a discontinuous north/south major local facility to the west of the project site. This facility begins in the north at Rosecrans Avenue and continues intermittently south through Hermosa Beach where it terminates at 1<sup>st</sup> Street. In the project vicinity, this facility is approximately 36 feet wide with one travel lane provided per direction and with left-turn channelization at Manhattan Beach Boulevard.

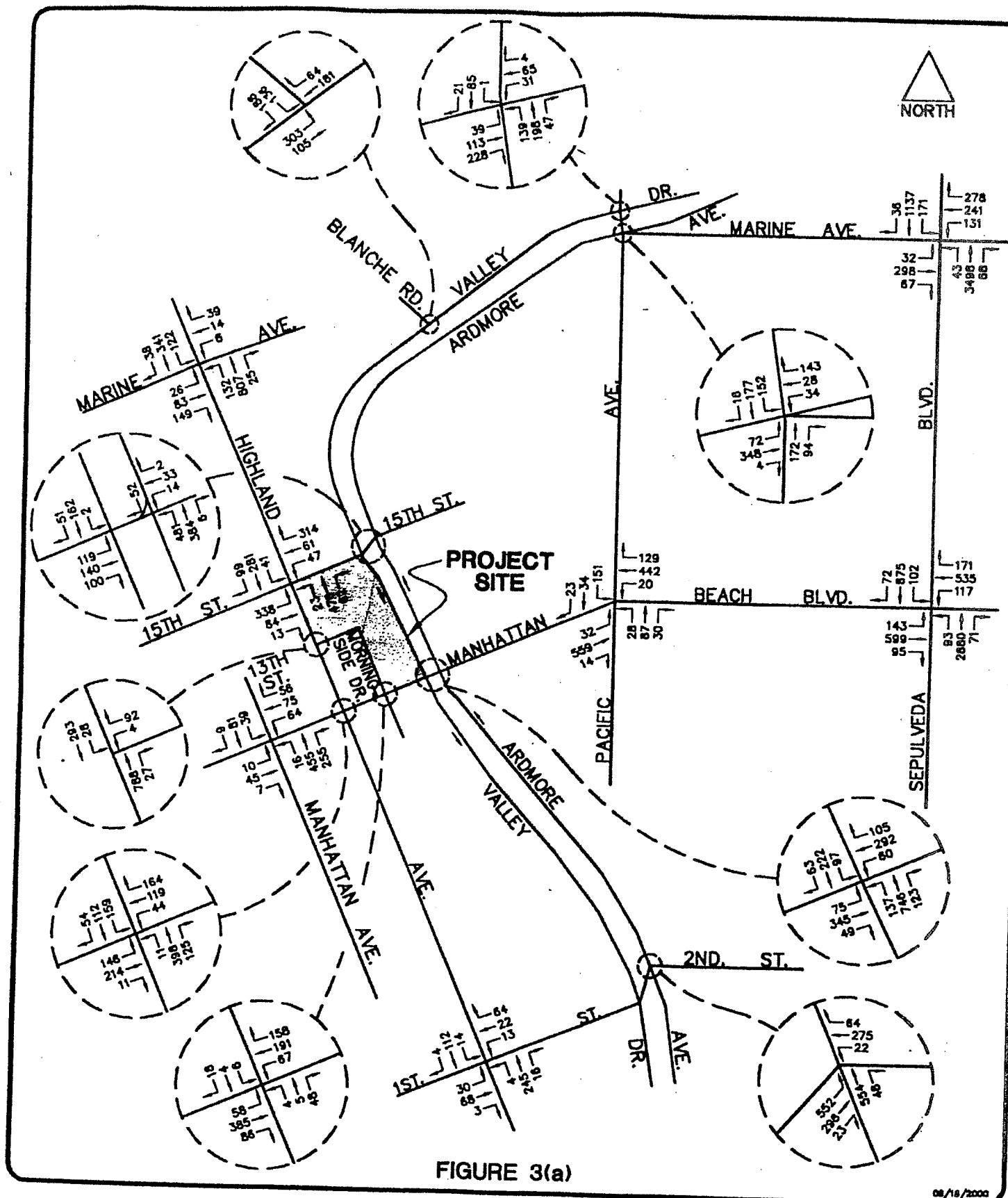
Morningside Drive is a discontinuous north/south local facility that forms the western boundary of the project site along with Highland Avenue. Morningside Drive is continuous from 10<sup>th</sup> Place to 13<sup>th</sup> Street, within the project site. One travel lane per direction is provided with an approximately 36 foot wide roadway.

Together 1st Street and 2nd Street provide access between the coast and Aviation Boulevard. These east/west designated local facilities are located to the south of the project. One travel lane per direction is provided on each facility with on-street parking.

### **Existing Traffic Volumes**

Crain & Associates and the City of Manhattan Beach collected traffic count data for the 16 study intersections in years 1999 and 2000. Counts were collected for three distinct times of the year, winter weekdays, summer weekdays and summer weekends. Due to the location of the project site in close proximity to the beach area and other attractions, summer counts were conducted in order to determine "worst case" project impacts. However, it should be noted that congested conditions of summer weekends represent only a small portion of the year.

The summer and winter weekday counts were conducted during the AM and PM peak-period. Weekday counts were gathered manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Summer Saturday and Sunday counts were collected between 1:00 PM and 5:00 PM on a typical summer weekend. Count personnel counted the number of vehicles at each of the 16 study intersections making each possible turning movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. This method provides a "worst case" scenario, as it calculates the peak hour for each intersection independent of all other intersections. The winter weekday peak-hour traffic volumes for each study intersection are shown in Figure 3, with summer weekday peak-hour traffic volumes shown in Figure 4. Summer weekend volumes are shown in Figure 5.



EXISTING (2000) TRAFFIC VOLUMES  
WINTER WEEKDAY  
AM PEAK HOUR



**CRAIN & ASSOCIATES**

2007 Sawtelle Boulevard  
Los Angeles, California 90025  
(310) 473-6508

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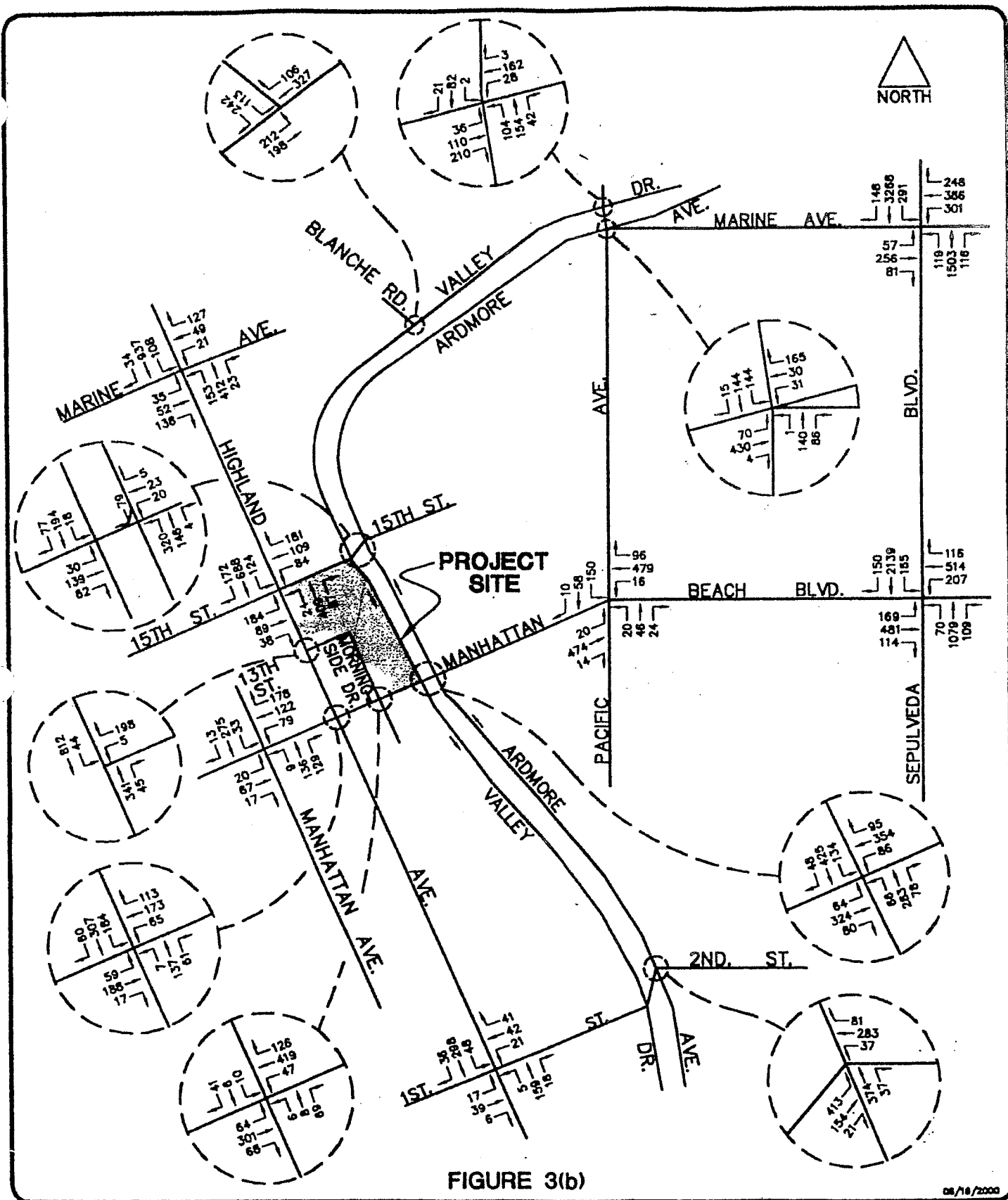


FIGURE 3(b)

08/18/2000

WETLON\WMP\2000.Dwg

**EXISTING (2000) TRAFFIC VOLUMES  
WINTER WEEKDAY  
PM PEAK HOUR**



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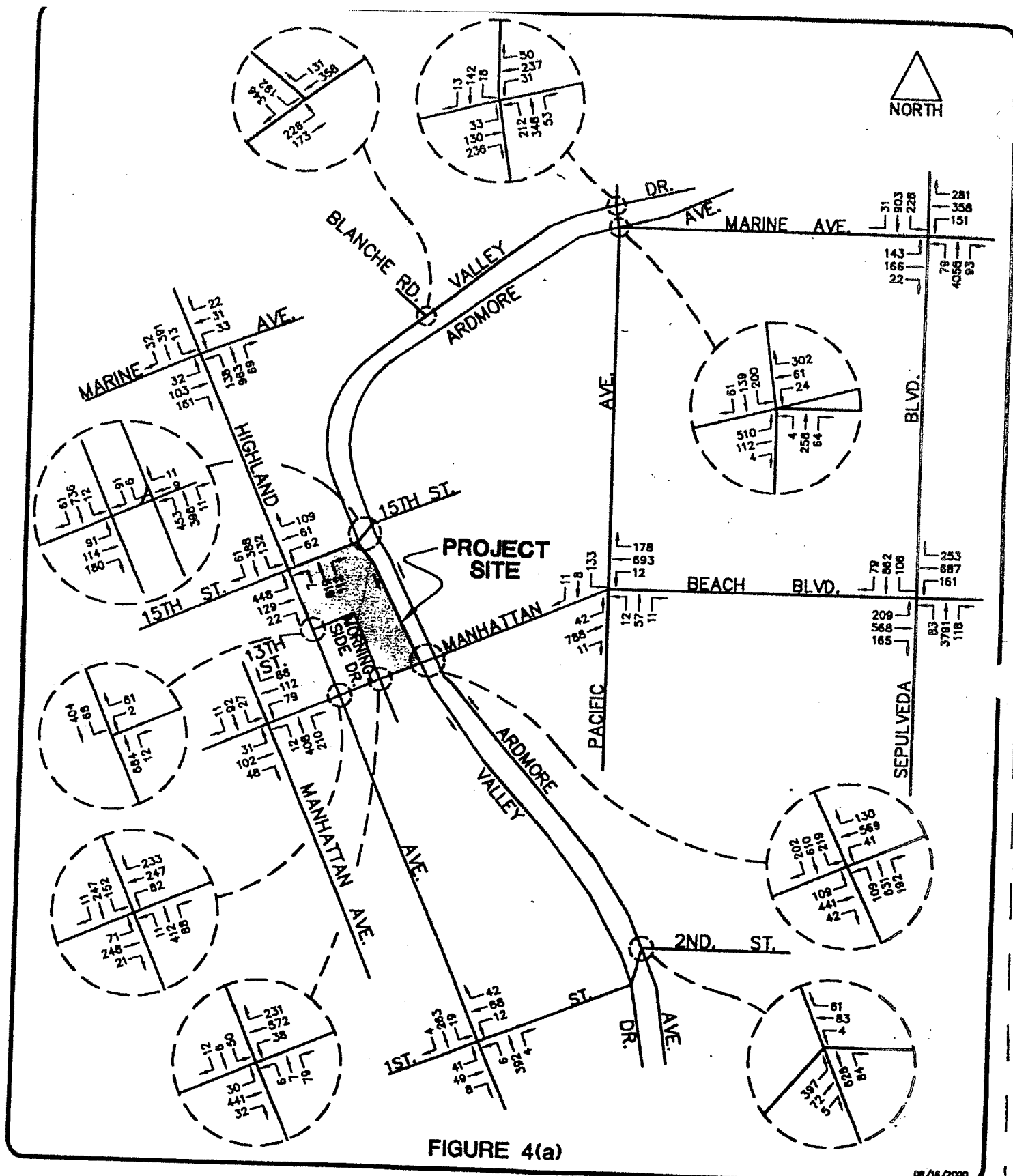


FIGURE 4(a)

08/16/2000

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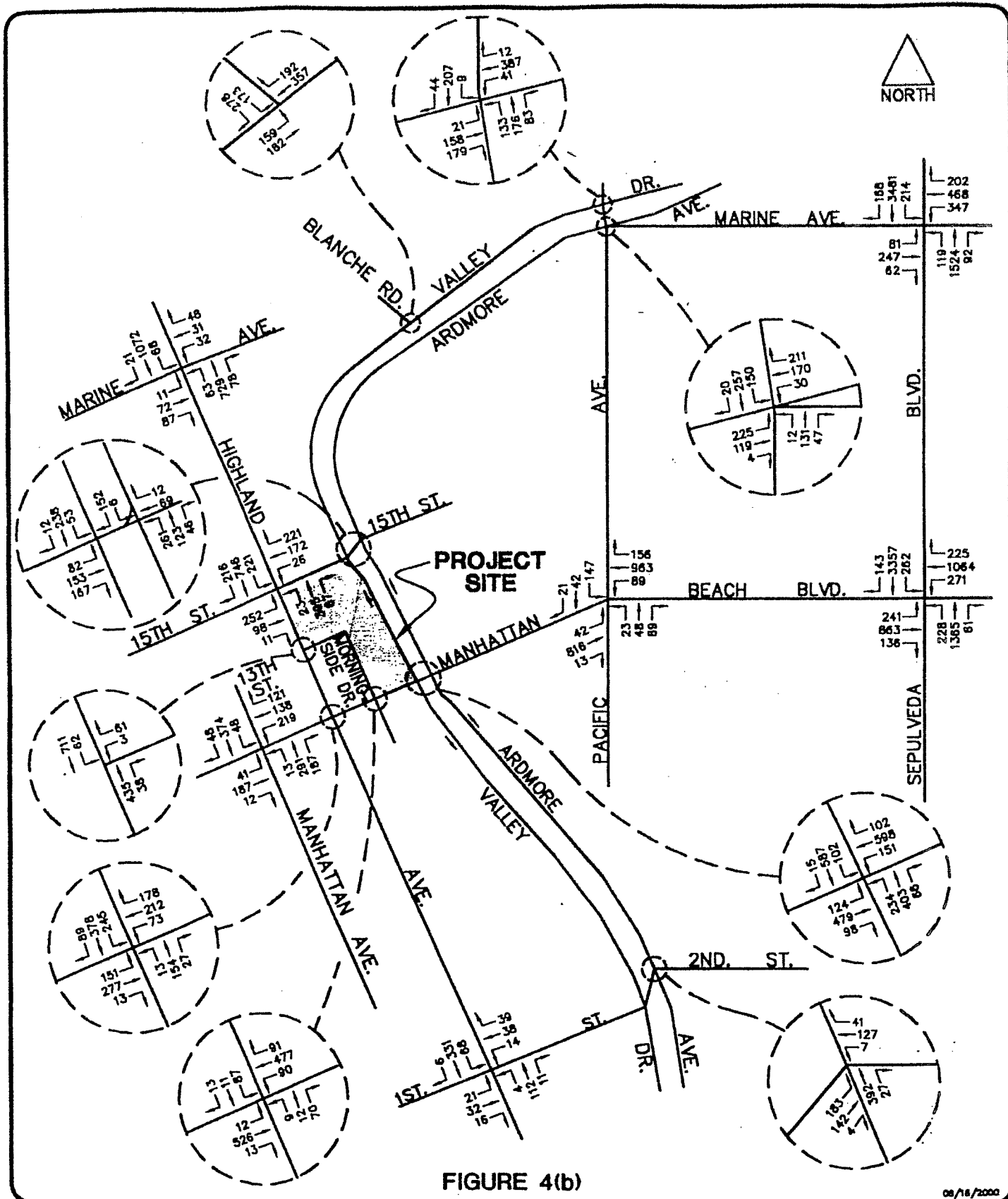
EXISTING (2000) TRAFFIC VOLUMES  
SUMMER WEEKDAY  
AM PEAK HOUR



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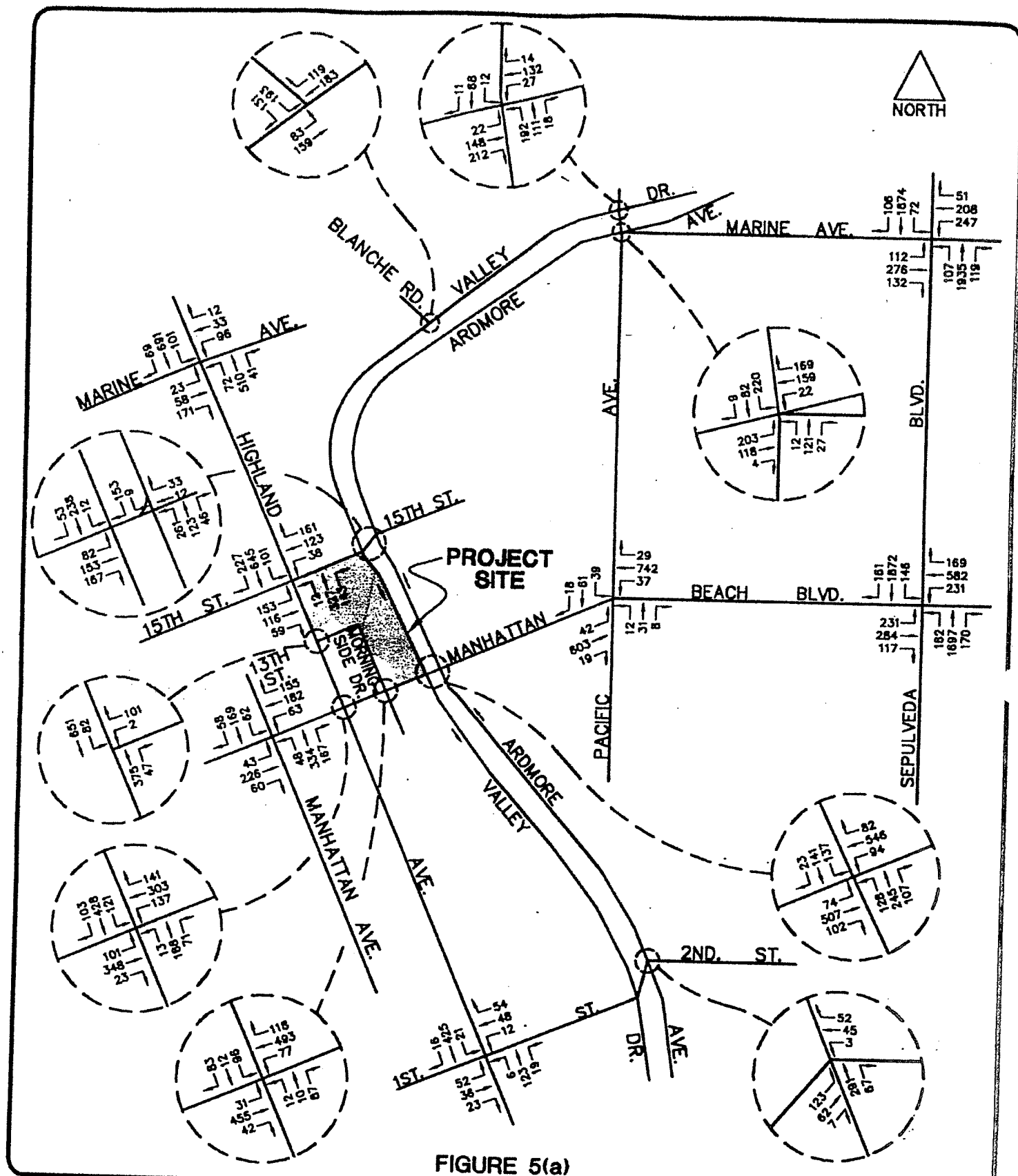
**EXISTING (2000) TRAFFIC VOLUMES  
SUMMER WEEKDAY  
PM PEAK HOUR**



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EXISTING (2000) TRAFFIC VOLUMES  
SUMMER WEEKEND  
SATURDAY PEAK HOUR



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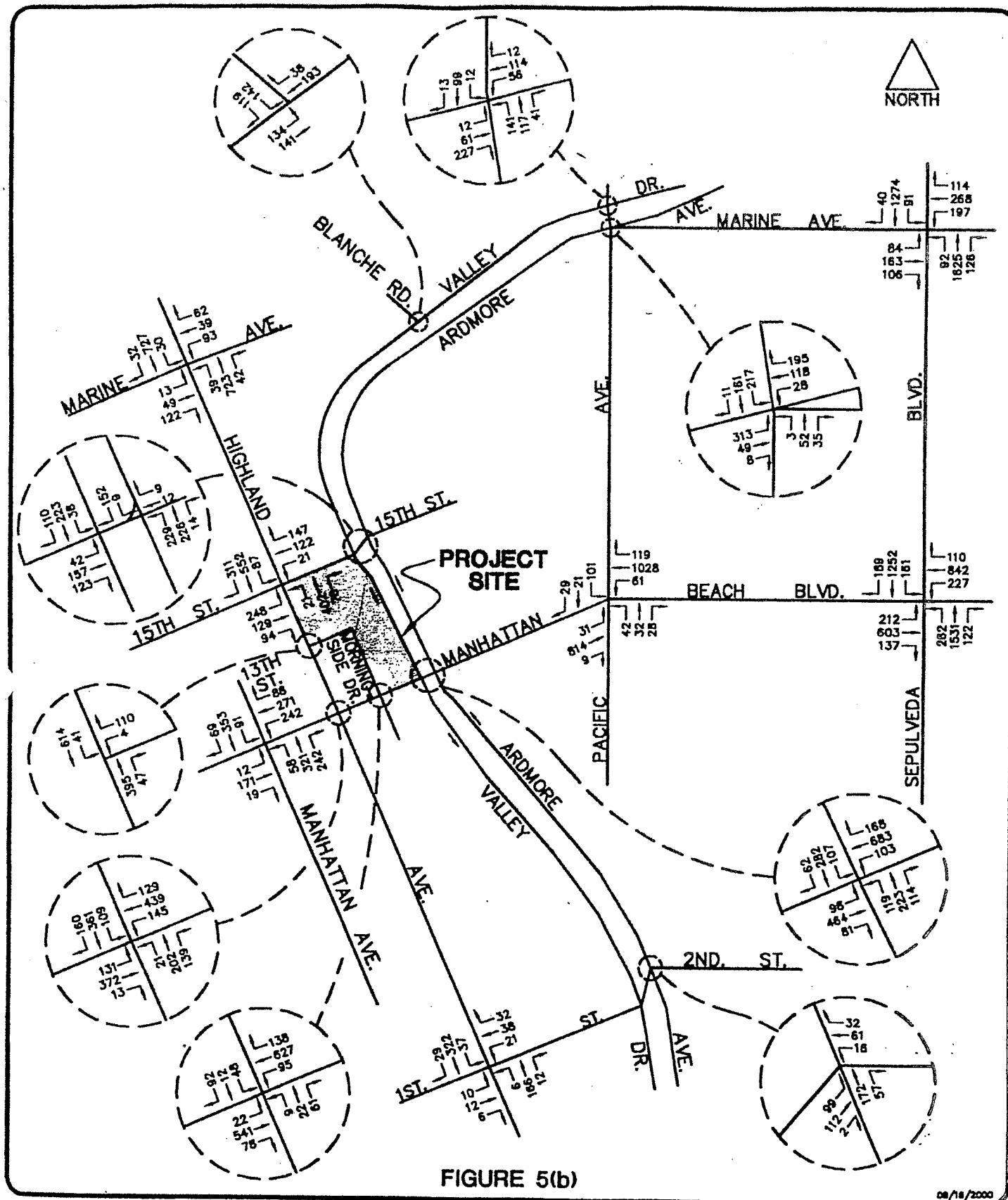


FIGURE 5(b)

08/18/2000

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EXISTING (2000) TRAFFIC VOLUMES  
SUMMER WEEKEND  
SUNDAY PEAK HOUR



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(310) 473-6508

Transportation Planning - Traffic Engineering

### Public Transportation

The Los Angeles County Metropolitan Transportation Authority (MTA) has established an extensive grid system of bus routes throughout the Los Angeles region. Some of these lines offer limited coverage of the South Bay communities. Other bus lines provide commuter service, via the regional freeway system, to other areas such as Downtown Los Angeles, Hollywood, the Wilshire corridor, Westwood/West Los Angeles, and Los Angeles International Airport. Typically, the commuter bus routes into Downtown Los Angeles provide peak period service only, operating inbound in the morning and outbound during the afternoon.

The transit lines described below serve the study area directly, and via connecting bus service, provide connections to destinations throughout the Los Angeles basin.

MTA Line 439 travels north/south through Manhattan Beach on North Highland Avenue. Beginning in Downtown Los Angeles, this line serves the areas of Culver City, El Segundo, Manhattan Beach, Hermosa Beach and Redondo Beach. Service is provided on weekdays with headways ranging between 20 minutes to an hour. Weekend and Holiday service is also provided with hour headways. Access to the project site can be made from the intersection of Highland Boulevard and 14<sup>th</sup> Street, adjacent to the project site.

MTA Line 126 serves as an extension of MTA line 119 from the Green Line Hawthorne Station to the City of Manhattan Beach. Between Hawthorne and Manhattan Beach, this line travels primarily along Manhattan Beach Boulevard and Marine Avenue. Buses operate on this line only on weekdays with headways of approximately 50 to 60 minutes. Direct project access can be made from this route.

Commuter Express 438 is operated by the Los Angeles Department of Transportation as an express route from Redondo Beach, Hermosa, Manhattan Beach, and El Segundo to Downtown Los Angeles. Line 438 is a peak hour express line, operating three trips to Downtown Los Angeles in the morning between 6:00 AM and 7:20 AM, and three trips returning in the afternoon between 4:30 PM and 5:45 PM. Service for the Manhattan Beach Area is available from 14th Street and Highland Boulevard, adjacent to the project site. The Green Line Imperial/Aviation Station is the last local stop for Line 438, which then enters the Harbor and Century Transit ways, operating non-stop to Downtown Los Angeles.

The MTA also operates the Metro Green Line rail service from the western terminus at the Marine/Redondo Station. Together, these services provide access to the project site. Furthermore, when the transfer opportunities are considered between the Metro Green Line and the remainder of the regional rail system, the project is conveniently accessible by public transit from many areas throughout Los Angeles. Thus, some of the trips generated by the proposed development could utilize bus transportation as the primary travel mode. However in order to present the most conservative analysis of the potential traffic impacts of this project, no public transportation use was assumed in the calculation of project trip generation.

### Analysis of Existing Traffic Conditions

Detailed traffic analyses of existing traffic conditions were performed at the following sixteen intersections:

1. Marine Ave. & Highland Ave.
2. Valley Drive & Blanche Road
3. Valley Drive & Pacific Ave.
4. Ardmore Ave./Marine Ave. & Pacific Ave.
5. Marine Ave. & Sepulveda Blvd.
6. Highland Ave. & 15th Street
7. 15th St. & Valley Drive/Ardmore Ave.
8. Highland Ave. & 13th Street
9. Manhattan Beach Blvd. & Manhattan Ave.
10. Manhattan Beach Blvd. & Highland Ave.
11. Manhattan Beach Blvd. & Morningside Dr.
12. Manhattan Beach Blvd. & Valley Drive
13. Manhattan Beach Blvd. & Pacific Ave.
14. Manhattan Beach Blvd. & Sepulveda Blvd.
15. Highland Ave. & 1st Street
16. Ardmore Ave. & 2nd Street

The traffic analysis was performed through the use of established traffic engineering techniques. The most current traffic count data were utilized so as to reflect any recent changes in traffic demand patterns. Other data pertaining to intersection geometrics, parking-related curb restrictions, and signal operations were obtained through field surveys of the study locations.

The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in the Transportation Research



Board Circular 212, Interim Materials on Highway Capacity.<sup>1</sup> In the discussion of the Critical Movement Analysis (CMA) for signalized intersections, procedures were developed for determining operating characteristics of an intersection in terms of the "level of service" (LOS) provided for different levels of traffic volume and other variables, such as the number of traffic signal phases. Level of Service describes the quality of traffic flow. Levels of Service A to C denote conditions in which traffic operations are proceeding quite well, with no interruptions in traffic flow due to traffic volumes. Level D, a more constrained condition, is the level for which a metropolitan area street system is typically designed. Level E represents volumes at or near roadway capacity, which will result in possible stoppages of momentary duration and occasional unstable flow. Level F is a forced-flow condition, occurring when a facility is overloaded and vehicles experience stop-and-go traffic with delays of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

---

<sup>1</sup> Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

**Table 1**  
**Critical Movement Volume Ranges\***  
**For Determining Levels of Service**

<u>Level of Service</u>	<u>Maximum Sum of Critical Volumes (VPH)</u>		
	<u>Two Phase</u>	<u>Three Phase</u>	<u>Four or More Phases</u>
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

\* For planning applications only, i.e., not appropriate for operations and design applications. Also, a computerized traffic signal coordination system, such as the Automated Traffic Surveillance and Control (ATSAC) system, increases these values by approximately seven percent.

Capacity is defined to represent the maximum total hourly movement volume that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 2. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. The level of service corresponding to a range of CMA values is shown in Table 2.

Included in this analysis are several unsignalized, stop sign controlled intersections. Critical movement capacities for stop sign controlled intersections in the study area were assumed to be 1200 vehicles per hour.

**Table 2**  
**Level of Service**  
**As a Function of CMA Values**

<u>Level of Service</u>	<u>Description of Operating Characteristics</u>	<u>Range of CMA Values</u>
A	Uncongested operations; all vehicles clear in a single cycle.	< 0.60
B	Same as above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

By applying this analysis procedure to the study intersections, the CMA values and the corresponding levels of service for existing traffic conditions were determined. The "Existing" condition results of the Critical Movement Analysis for the study intersections are shown in Table 3. This table shows morning and afternoon peak hour conditions during both summer and winter months, as well as Saturday and Sunday peak hour conditions.

As the values in Table 3 show, during winter weekdays peak hours all study intersections except for the intersections of Sepulveda Boulevard at Marine Avenue and Manhattan Beach Boulevard, and the intersection of Ardmore Avenue and 2<sup>nd</sup> Street are operating within capacity, i.e. LOS A – E. During summer weekdays, five intersections are operating beyond capacity, i.e. LOS F. However, during summer weekends all intersections, except the intersection of Sepulveda Boulevard and Marine Boulevard, are operating well within capacity.

**Table 3**  
**Critical Movement Analysis Summary**  
**Existing (2000) Traffic Conditions**

No	Intersection	Peak Hour	Winter Weekdays		Summer Weekdays		Summer Weekends		
			CMA	LOS	CMA	LOS	Period	CMA	LOS
1.	Marine Ave. & Highland Ave.	AM PM	0.812 0.913	D E	0.916 0.905	E E	SAT SUN	0.787 0.717	C C
2.	Valley Drive & Blanche Road	AM PM	0.727 0.833	C D	1.046 0.966	F E	SAT SUN	0.591 0.522	A A
3.	Valley Drive & Pacific Ave.	AM PM	0.547 0.494	A A	0.679 0.712	B C	SAT SUN	0.577 0.517	A A
4.	Ardmore Ave./Marine Avé. & Pacific Ave.	AM PM	0.468 0.462	A A	1.050 0.771	F C	SAT SUN	0.711 0.763	C C
5.	Marine Ave. & Sepulveda Blvd.	AM PM	1.648 1.239	F F	1.935 1.314	F F	SAT SUN	1.097 0.886	F D
6.	Highland Ave. & 15th Street	AM PM	0.863 0.953	D E	0.961 1.144	F F	SAT SUN	0.927 0.983	E E
7.	15th Street & Valley Drive/Ardmore Ave.	AM PM	0.556 0.414	A A	0.738 0.511	C A	SAT SUN	0.474 0.420	A A
8.	Highland Ave. & 13th Street	AM PM	0.783 0.882	C D	0.689 0.698	B B	SAT SUN	0.697 0.641	B B
9.	Manhattan Beach Blvd. & Manhattan Ave.	AM PM	0.593 0.412	A A	0.584 0.629	A B	SAT SUN	0.629 0.724	B C
10.	Manhattan Beach Blvd. & Highland Ave.	AM PM	0.741 0.485	C A	0.802 0.681	D B	SAT SUN	0.726 0.827	C D
11.	Manhattan Beach Blvd. & Morningside Drive	AM PM	0.477 0.519	A A	0.652 0.672	B B	SAT SUN	0.672 0.754	B C

Table 3 (Cont.)  
Critical Movement Analysis Summary  
Existing (2000) Traffic Conditions

No	Intersection	Peak Hour	Winter Weekdays		Summer Weekdays		Summer Weekends		
			CMA	LOS	CMA	LOS	Period	CMA	LOS
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	AM PM	0.636 0.506	B A	0.882 0.909	D E	SAT SUN	0.639 0.757	B C
13.	Manhattan Beach Blvd. & Pacific Ave.	AM PM	0.428 0.350	A A	0.473 0.663	A B	SAT SUN	0.400 0.583	A A
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	AM PM	1.060 0.931	F E	1.393 1.577	F F	SAT SUN	0.991 1.000	E E
15.	Highland Ave. & 1st Street	AM PM	0.340 0.423	A A	0.487 0.434	A A	SAT SUN	0.528 0.412	A A
16.	Ardmore Ave. & 2nd Street	AM PM	1.073 0.834	F D	0.894 0.615	D B	SAT SUN	0.432 0.342	A A

## PROJECT TRAFFIC

The primary emphasis of this report is to determine and document potential traffic impacts of the proposed project on the adjacent street system. The following section describes the methodology used and results of the calculations for traffic generated by the proposed project.

### Traffic Generation

The traffic-generating characteristics of land uses similar to the proposed project have been surveyed and documented in many studies by the Institute of Transportation Engineers (ITE). The most current information on office, retail, restaurant, bed & breakfast, and day spa trip generation is contained in the 6<sup>th</sup> Edition of ITE's Trip Generation handbook. Those studies have indicated that the project uses can be expected to generate vehicle trips in accordance with the equations below. Trip generation rates for the library expansion were determined through actual trip generation of the existing library. Survey personnel documented the number of vehicle trips to the library during the afternoon peak hour. Data was collected for three separate days, with the highest trip generation rates for an individual day used for this analysis. Daily rates were determined using the ratio of daily trips to PM peak hour trips presented in ITE's Trip Generation handbook. Weekend peak hour rates are shown by ITE studies to be very similar to Weekday PM peak hour rates and were therefore used for the weekend analysis.

**Table 4**  
**Project Trip Generation Equations**

General Office - per 1,000 square feet

Daily:	$\ln(T) = 0.768 \ln(A) + 3.654$
AM Peak Hour:	$\ln(T) = 0.797 \ln(A) + 1.558$ ; I/B = 88%, O/B = 12%
PM Peak Hour:	$T = 1.121(A) + 79.295$ ; I/B = 17%, O/B = 83%
Saturday Daily:	$T = 2.136(A) + 18.473$
Saturday Peak Hour:	$\ln(T) = 0.814 \ln(A) - 0.115$ ; I/B = 54%, O/B = 46%

**Table 4 (Con't)**  
**Project Trip Generation Equations**

Shopping Center - per 1,000 square feet

Daily:	$\text{Ln}(T) = 0.643 \text{ Ln}(A) + 5.866$
AM Peak Hour:	$\text{Ln}(T) = 0.596 \text{ Ln}(A) + 2.329$ ; I/B = 61%, O/B = 39%
PM Peak Hour:	$\text{Ln}(T) = 0.660 \text{ Ln}(A) + 3.403$ ; I/B = 48%, O/B = 52%
Saturday Daily:	$\text{Ln}(T) = 0.628 \text{ Ln}(A) + 6.229$
Saturday Peak Hour:	$\text{Ln}(T) = 0.651 \text{ Ln}(A) + 3.773$ ; I/B = 52%, O/B = 48%

Quality Restaurant - per 1,000 square feet

Daily:	$T = 89.95 (A)$
AM Peak Hour:	$T = 0.81 (A)$ ; I/B = 85%, O/B = 15%
PM Peak Hour:	$T = 7.49 (A)$ ; I/B = 67%, O/B = 33%
Saturday Daily:	$\text{Ln}(T) = 1.037 \text{ Ln}(A) + 4.410$
Saturday Peak Hour:	$T = 10.866 (A) - 0.463$ ; I/B = 59%, O/B = 41%

Bed & Breakfast (Motel) - per Room

Daily:	$\text{Ln}(T) = 0.973 \text{ Ln}(R) + 2.298$
AM Peak Hour:	$\text{Ln}(T) = 0.897 \text{ Ln}(R) - 0.013$ ; I/B = 36%, O/B = 64%
PM Peak Hour:	$T = 0.532 (R) + 5.947$ ; I/B = 53%, O/B = 47%
Saturday Daily:	$\text{Ln}(T) = 1.025 \text{ Ln}(R) + 2.033$
Saturday Peak Hour:	$\text{Ln}(T) = 0.607 \text{ Ln}(R) + 1.615$ ; I/B = 45%, O/B = 55%

Day Spa - per 1,000 square feet

Daily:	$T = 23.965 (A)$
AM Peak Hour:	$T = 0.300 (A)$ ; I/B = 46%, O/B = 54%
PM Peak Hour:	$T = 4.300 (A)$ ; I/B = 61%, O/B = 39%
Saturday Daily:	$T = 34.270(A)$
Saturday Peak Hour:	$T = 4.348 (A)$ ; I/B = 55%, O/B = 45%

Library - per 1,000 square feet

Daily:	$T = 23.3 (A)$
AM Peak Hour:	N/A
PM Peak Hour:	$T = 3.06$ ; I/B = 49%, O/B = 51%
Saturday Daily:	$T = 22.1(A)$
Saturday Peak Hour:	$T = 3.06 (A)$ ; I/B = 49%, O/B = 51%

Where:

T = Trip Ends	A = building area in 1,000's of square feet
I/B = Inbound	R = Room
O/B = Outbound	

On the basis of the above equations, the amount of new traffic to be generated by the proposed development was estimated as shown in Table 5.

**Table 5**  
**Project Trip Generation**

Proposed Size/Use <i>Metlox Commercial Project</i>	Weekday Trip Generation				Saturday Trip Generation		
	AM Peak Hour		PM Peak Hour		Daily	Peak Hour	
	Inbound	Outbound	Inbound	Outbound		Inbound	Outbound
26,411 SF Office	57	8	19	90	75	7	6
23,200 SF Retail	41	26	115	124	3,654	175	162
6,400 SF Restaurant	4	1	32	16	564	41	28
40 RM Bed & Breakfast	10	17	14	13	335	21	26
3,000 SF Day Spa	0	1	8	5	103	7	6
<i>Civic Center Project</i>							
57,000 SF Police/Fire Facility							
17,900 SF Library Addition	0	0	27	28	378	27	28
Subtotal	112	53	215	276	5,109	278	256
Less "Internal" & "Walk-in" Trips							
Retail (Based on Other Uses)*	5	3	15	14	422	22	19
Restaurant 15%	1	0	5	2	85	6	4
Library 10%	0	0	3	3	38	3	3
Subtotal	6	3	23	19	590	31	26
PROJECT DRIVEWAY TRIPS	106	50	192	257	4,564	247	230
Less "Pass-by" Trips							
Retail 25%	9	6	25	28	808	38	36
Restaurant 10%	0	0	3	1	48	4	2
Library 10%	0	0	2	3	34	2	3
Subtotal	9	6	30	32	890	44	41
NET PROJECT TRIPS	97	44	162	225	3,674	203	189

\* It is estimated that approximately 20% of retail patrons will be on the site for primary reasons other than patronizing retail establishments.



For the purposes of this analysis, the project trip generation characteristics were assumed to be the same for Saturdays and Sundays. Traffic generation is usually higher for all project uses on Saturdays as opposed to Sundays. However, in order to portray a "worst case scenario", the higher Saturday project traffic volumes were assumed to also be present on Sundays. This is primarily due to the location of the project, adjacent a regional attraction, the beach, which is heavily utilized on Sundays. Existing traffic volumes on the roadways surrounding the project site are similar on Sundays to those on Saturdays. This is not usually true at a more inland location without a regional draw. Therefore, the project has the potential to attract an increased number of patrons during the Sunday peak-hour as compared to other locations with similar uses. Thus, the assumption that Sunday trip generation will be as high as Saturday trip generation is conservative but reasonable.

As shown in Table 5, the project is expected to generate 4,566 daily vehicle trips per weekday, and 5,109 daily vehicle trips per weekend day prior to the consideration trip reduction factors. Project-related trip reductions are expected to occur as a result of "multi-purpose", or "internal", trips at the site. "Internal" trips are those trips that travel to a specific site or location for multiple purposes. This type of trip generally occurs at integrated "mixed-use" developments containing a variety of uses. For example, patrons to the Metlox project will likely be drawn to the site for the primary purpose of shopping. However, they may also utilize the on-site restaurant facilities. Employees of the office space or Police and Fire departments may also utilize other facilities on the site. Without "internal" trip discounts, these activities, which actually occur as the result of a single trip, would be considered to produce two or three trips. Thus, the advantages of a mixed-use project need to be considered in any reasonable evaluation of the trip-making potential the proposed project.

"Walk-in" trips are also trips already occurring in the project vicinity, but which have other nearby attractions, such as the beach, or other downtown Manhattan Beach retailers as their specified destinations. These trips account for "built-in" patronage and subsequent traffic reductions for both the project specifically and the project area in general. These trips occur with or without the development of the proposed project. They are not directly site-oriented, but provide "walk-in" patronage from other downtown Manhattan Beach destinations, thereby reducing site trips. When the "internal" and "walk-in" trips are taken into consideration, 4,114 daily weekday trips are expected to pass over the projects driveways, with 106 inbound and 50 outbound trips during the weekday AM peak hour. During the weekday PM peak hour 192 inbound and 257 outbound trips are expected to pass over the projects driveways. On weekend days 4,564 daily trips will pass over the projects driveways, with 247 inbound and 230 outbound weekend peak hour trips.

Project trip discounts also result from the presence of "pass-by" trips. These are trips that result in an interim stop at the project site during an existing or previously planned trip. These interim stops may be for a planned purpose (such as a visit to a video store on the way home from work), or they may be spur-of-the-moment "impulse" trips (for carry-out food items). This type of "pass-by" trip is site-oriented, and does not add traffic to the surrounding roadway network.

The differentiation between "pass-by" trips and "walk-in", "internal" and transit trips is important with regard to the assessment of potential project traffic impacts at intersections adjacent to the project site. The "pass-by" type of trip discount is not appropriate for application to the site driveways. These vehicle trips will eventually travel past the site (and through project adjacent intersections). They are not "eliminated" due to the existence of the project.

"Walk-in", transit and "internal" trips, on the other hand, should be discounted from the project driveways. While this type of trip is not "eliminated" by the project's development, the project will not generate a vehicle trip for this type of trip either. Instead, these trips will be made by walking or by transit. Thus, the site will serve the same number of patrons as those in the typical suburban sites surveyed in the ITE manual, but it will generate substantially fewer vehicle trips.

When "internal", "walk-in" and "pass-by" trips are taken into consideration, the Metlox portion of the project is expected to add an additional 3,442 weekday daily trips to the surrounding roadway system. Of these trips, 97 inbound and 44 outbound trips would be expected during the weekday AM peak hour, and 162 inbound and 225 outbound trips during the weekday PM peak hour. During the weekend, the project would be expected to add an additional 3,674 weekend daily trips to the surrounding roadway system. Of these trips, 203 inbound and 189 outbound trips would be expected during the peak hour.

The redevelopment of the Police and Fire Department facilities is not expected to add additional trips to the roadway network as no additional staff or visitors are anticipated on a typical day of operation. In addition, the Cultural Arts Center would generate traffic on an occasional basis for special events. These events are expected to occur outside of the peak hours, and therefore are not included in this analysis. Trip generation for the library during the AM peak hour is negligible, as the library does not open until 10:00 AM.

### **Project Trip Distribution**

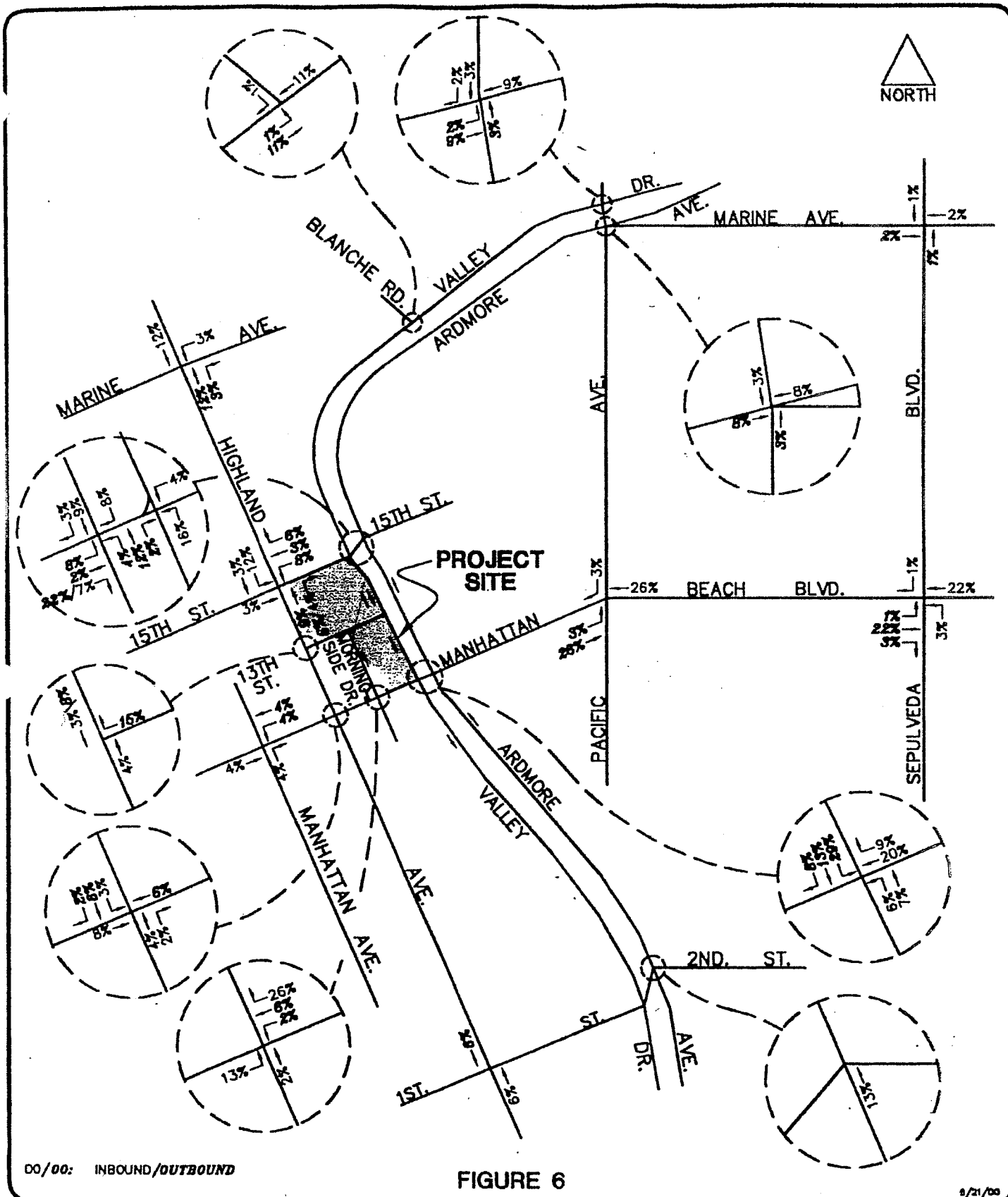
Determination of the geographic distribution of generated trips was the next step in the process. Primary factor affecting trip distribution is the relative distribution of population from which patrons and employees of the project would be drawn. Based on these factors and a review of traffic patterns in the area, it was estimated that the directional trip distribution for the project would be approximately as shown in Table 6.

**Table 6**  
**Directional Project Trip Distribution**

<u>Direction</u>	<u>Percentage of Trips</u>
North	30%
South	25%
East	40%
West	<u>5%</u>
Total:	100%

### **Project Trip Assignment**

The assignment of project trips was accomplished in two steps. The number of trips associated with each direction was first calculated using the distribution percentages shown above. A more discrete trip assignment was then made to the street system surrounding the project site. These assignments considered the most likely routings to and from the site based on current traffic turning patterns, potential congestion points, roadway geometrics, traffic signal controls and potential project access constraints. Figure 6 illustrates the estimated inbound and outbound project trip percentages at the study intersections. The project AM and PM peak-hour volumes assigned to these intersections are shown in Figures 7(a) and 7(b), respectively. Figure 7(c) shows weekend peak hour project volumes. Weekend volumes apply for both the Saturday and Sunday peak hours. As previously discussed, Saturday volumes are higher than Sunday volume. This is to allow for a "worst case scenario" analysis.



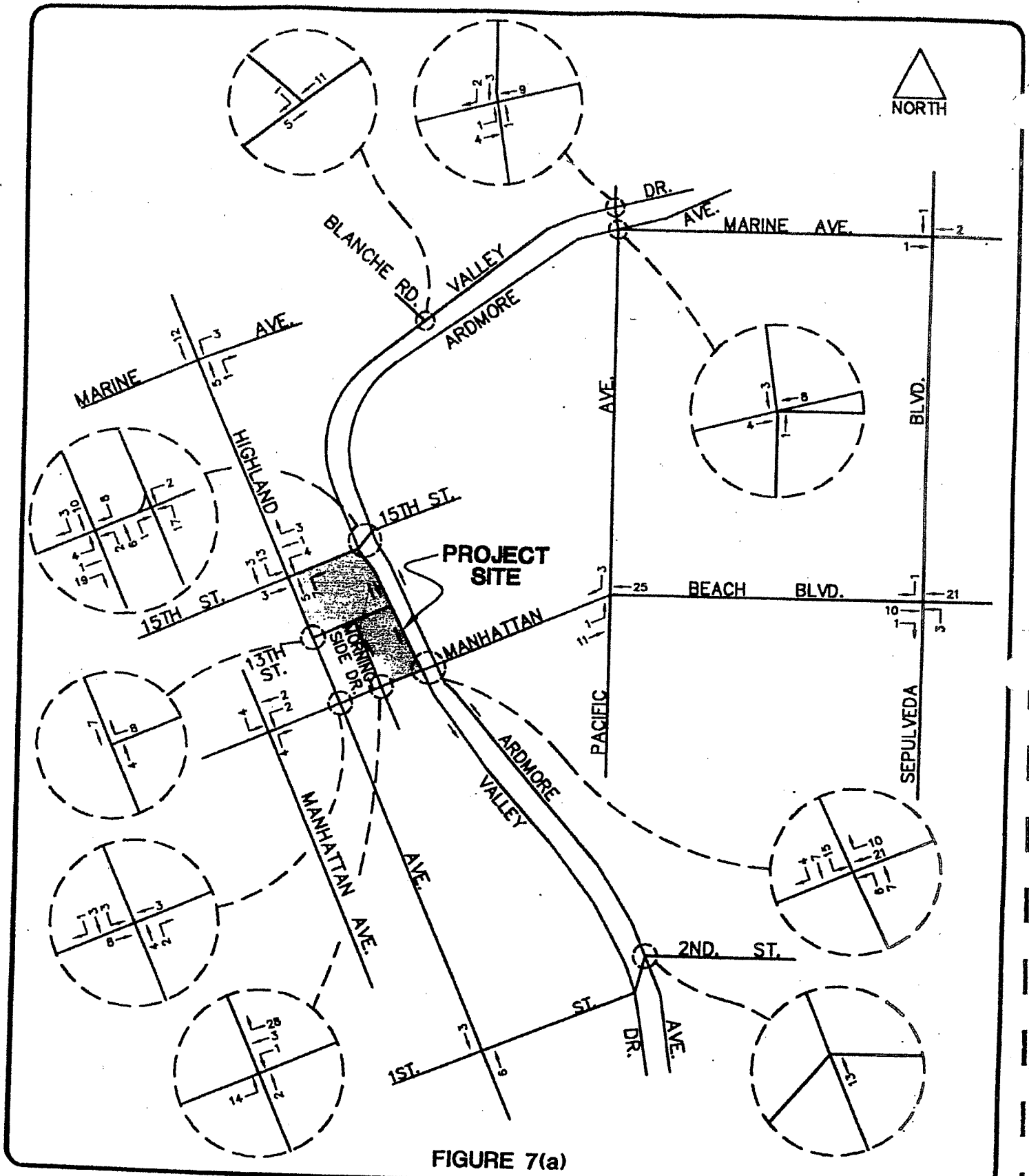
# PROJECT TRAFFIC VOLUMES DISTRIBUTION PERCENTAGES

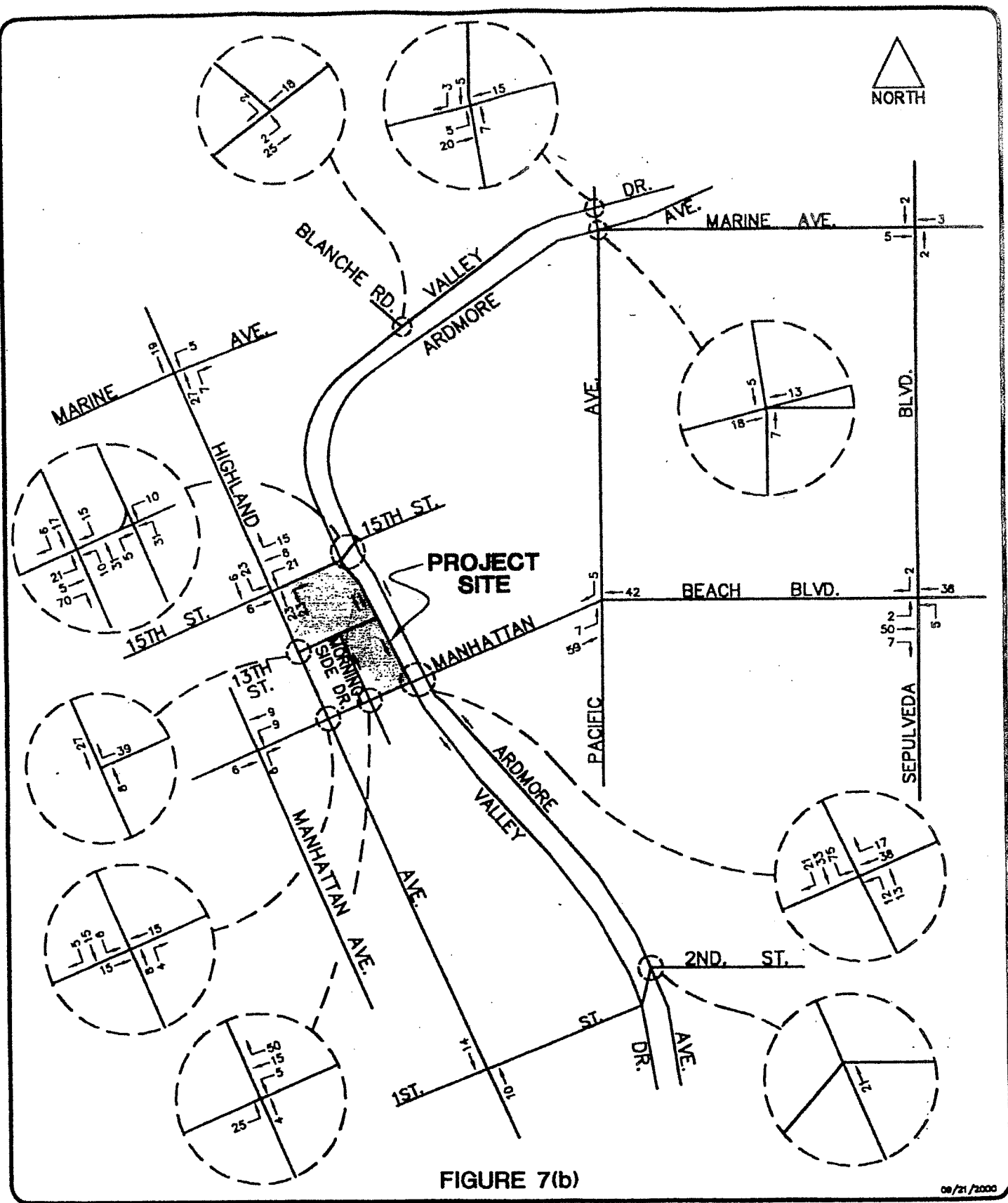


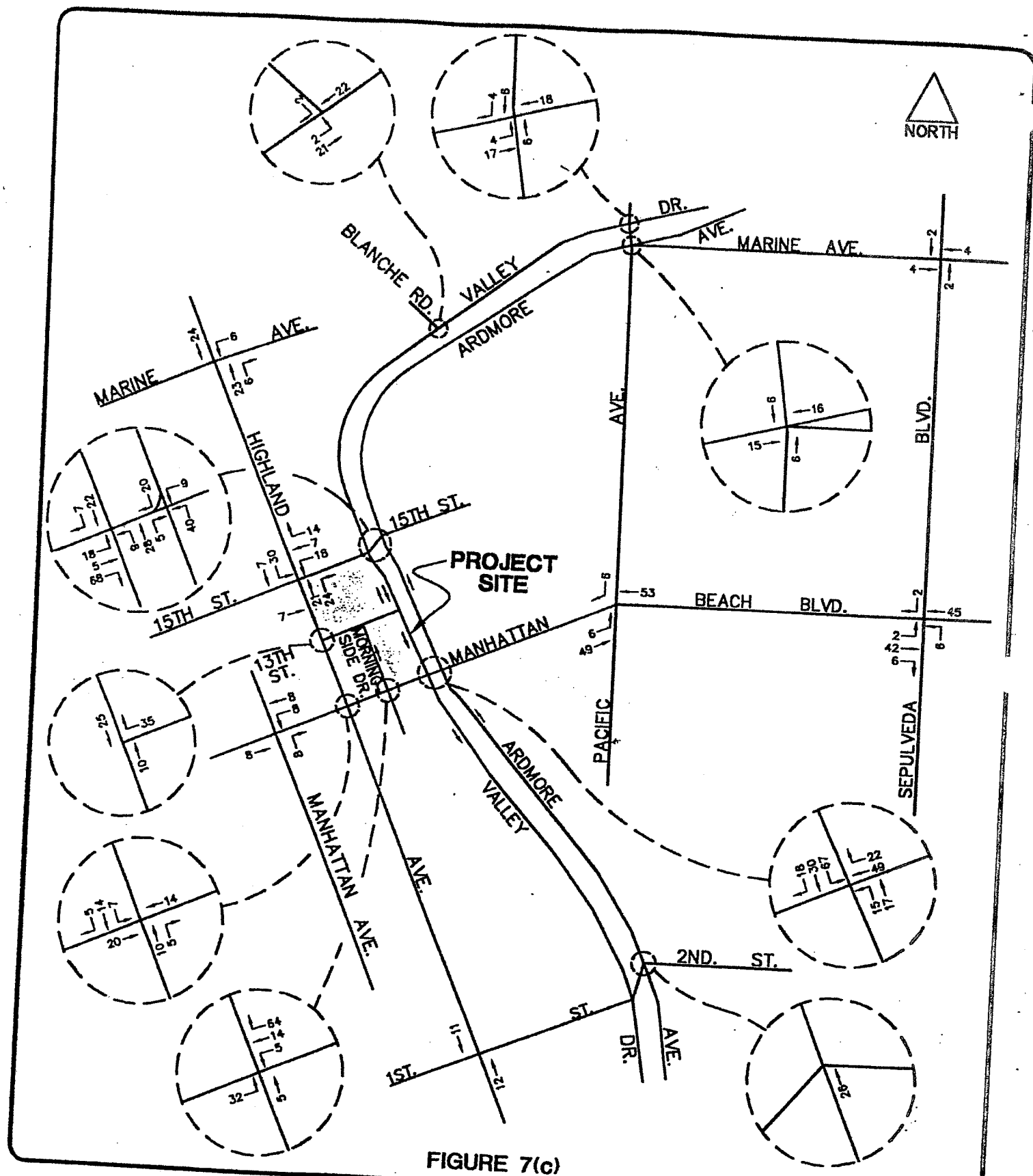
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**PROJECT VOLUMES ONLY  
WEEKEND PEAK HOUR**



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## Parking

Parking for the project will be provided within subterranean parking garage(s) beneath the Civic Center and Metlox sites, with additional spaces provided above ground. The proposed parking structure(s) will serve both developments as well as provide additional parking for the downtown Manhattan Beach area. Parking for the Civic Center portion of the development will contain 116 secure subterranean parking spaces for police and fire vehicles as well as an additional 87 spaces for Civic Center public and staff. Additional at-grade parking will provide 61 spaces for police and fire vehicles, and 86 spaces for Civic Center public and staff parking needs. In addition to the parking provided by the Civic Center portion of the project, the Metlox development proposes to construct at least 212 spaces. In total, at least 562 parking spaces will be provided on site of which 446 would be available for use by the public. Currently, a total of 345 parking spaces are provided on the project site, including 220 spaces for the Civic Center and 125 spaces in a temporary Metlox lot.

Table 8 shows the code parking requirements for the project. According to Manhattan Beach City Code, parking code for retail establishments requires 1 space per 200 square feet of the first 5,000 of development, with one space per each 250 square feet of additional development. The restaurant code requires 1 space per 50 square feet of seating area. It is assumed that 2/3<sup>rd</sup>s of the total restaurant floor area will be devoted to seating area. The City of Manhattan Beach has not stipulated parking code requirements for bed and breakfast uses. Therefore, Urban Land Institute rates were applied to the Bed and Breakfast use. The parking demand for the Civic Center was provided by the City of Manhattan Beach, as previously determined in a parking inventory and needs assessment presented in the City of Manhattan Beach Public Safety Facility Review, dated July 6, 1995. As Table 7 shows, at least 628 spaces would be required for similar stand-alone uses.

**Table 7**  
**Code Parking Requirements**  
**for Downtown Manhattan Beach**

<u>Component</u>	<u>Size</u>	<u>Rate</u>	<u>Spaces</u>
Retail	5,000 sf	1/200 sf	25
Retail	21,168 sf	1/250 sf	85
Restaurant	4,267 sf	1/50 sf	84
Office	26,411 sf	1/300 sf	88
Inn	40 Rooms	1/room	40
Civic Center			<u>306*</u>
Total			628 spaces

\*From Manhattan Beach Public Safety Facility Review, City of Manhattan Beach and Leach Mounce Architects, July 6, 1995

However, these parking requirements do not recognize all of the factors inherent in the mixed-use nature projects such as the proposed project.

Mixed-use projects exhibit several unique characteristics that help reduce the amount of parking necessary to meet the demands of the project as a whole, rather than the cumulative requirements of each individual project component. When considering these factors, it is expected that actual project parking demands will be considerably less than the City code requirements, as described in detail in the following section.

First, mixed-use projects allow for multiple-use trips. This concept recognizes that patrons of one use on a site, such as retail, may "cross over" to patronize other uses within the same site, such as restaurants or retail establishments, on a single trip, thereby providing customers for multiple uses while only occupying a single parking space. This factor is known as "Internal Capture", and is a widely recognized phenomenon in the determination of project parking requirements.

A second factor in the reduction of on-site project parking needs is the potential for "walk-in" patronage from other nearby developments. The proposed project's prime

location in Downtown Manhattan Beach allows for a significant amount of walk-in patronage from the nearby existing attractions, such as the beach and other retail developments to come to the site to dine or shop without having to park at the project site.

The above factors act together to reduce the parking requirements of the mixed-use project as a whole. However, another significant factor is the influence of "shared parking" on mixed-use sites. The concept of shared parking recognizes that each of the different uses within a project exhibit hourly parking demand fluctuations, and do not require the peak amount of parking at all times. Further, the individual uses may not "peak" at the same time. For example, retail uses typically exhibit peak parking needs during the midday and early evenings, whereas other uses are lightly utilized during this time. In this way, some parking provided for retail midday parking use can be used to meet the parking demands of restaurants during the evenings and the bed and breakfast during the night, without providing additional parking spaces for the project as a whole.

Finally, each land use within the project also exhibits "monthly" utilization variations. For example, during summer months, retail uses generally experience a drop in patronage as compared to their peak November/December holiday usage. These factors also contribute to reduced parking needs. A well-designed mix of uses can significantly reduce the amount of parking necessary to meet the demands of the entire project.

To estimate the effects of all of the above factors on the parking needs for the project, a shared parking analysis was conducted.

The hourly parking accumulation assumptions for the proposed project's component uses were taken directly from the "Shared Parking" publication by the Urban Land

Institute (ULI),<sup>2</sup> which documents shared parking research conducted across the country.

The parking analysis assumptions and initial seasonal parking calculations are summarized in the appendix of this report. The shared parking accumulation calculations and results are summarized in the appendix of this report. It is expected that parking for the site will be most critical on weekdays, as the majority of the project is comprised of office type uses. As anticipated, the results of the shared parking analysis indicate that the project would produce a peak (maximum) parking demand of approximately 528 spaces at about 2:00 PM on "winter" weekdays. Peak summer weekday parking would also occur at 2:00 PM, but would be less at 511 spaces.

As the shared parking demand analysis indicates, the project will provide sufficient parking on-site to meet its expected maximum parking demands, even though it does not provide Code-required parking. Further, the site will provide an excess of 300 parking spaces available for public parking during the most critical time period for the area, Summer Weekends.

It should be noted that while the demand rate for office buildings was utilized for the Civic Center Portion of the project, hourly accumulation percentages were adjusted to account for parking spaces required by the fire and police departments at all times.

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<sup>2</sup> Shared Parking, Urban Land Institute, Washington, D.C., 1983.

## Access

Several driveways will provide vehicular access to the project parking areas. As currently proposed, six driveways will serve the project site. Two driveways on 15<sup>th</sup> Street will provide unrestricted access to at-grade and subterranean parking. A third driveway will provide unrestricted outbound access only for police and fire vehicles. Two driveways on Valley Drive will provide unrestricted access into and out of a police and fire department parking area. Access to the subterranean garage(s) is also provided from this parking area. The sixth driveway, located on Morningside Drive, will provide right-turn inbound and outbound access to the Metlox parking area. Service and delivery vehicle access will be provided from 13<sup>th</sup> Street as well as Morningside Drive.

The project also proposes to convert Valley Drive from a one-way southbound facility to two-way operation between 15<sup>th</sup> Street and 13<sup>th</sup> Street. In addition, 13<sup>th</sup> Street would be extended as part of the project to provide vehicular access through the project site from Morningside Drive to Valley Drive. As a part of these roadway improvements, Morningside Drive is proposed to be converted to a northbound one-way street north of Manhattan Beach Boulevard. These roadway improvements will help to improve the circulation not only for project traffic, but also for existing traffic and will add additional on-street parking capacity.

## FUTURE TRAFFIC CONDITIONS

In addition to the proposed project, other developments are under construction that could add traffic to the study area. For this reason, the analysis of future traffic conditions has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. Briefly, the methodology for estimating future traffic volumes was as follows: First, current peak hour traffic volumes were determined by traffic counts (as described in a preceding section). Next, a traffic growth factor of 2.0 percent, per year, was applied to the current volumes to develop a "baseline" figure for the year 2005, the assumed project buildout study year. Finally, project traffic, calculated previously, was analyzed as an incremental addition to the 2005 "Without Project" condition.

### Traffic Growth and Related Projects

Based on trends in traffic growth in the Manhattan Beach area over the last several years and discussions with City staff, an annual traffic growth factor of 2.0 percent was assumed to be reasonable. This growth factor accounts for increases in traffic resulting from future projects in the City, or from development projects outside of the study area. This growth factor was applied to summer and winter weekday traffic volumes as well as to summer weekend volumes.

In addition, other potential development projects located in the study area could have the potential to impact the study area roadway system. Projects within the project vicinity were considered. Discussions with the City's Community Development staff indicated no major development projects within the selected area, although several individual single-family homes are proposed throughout this portion of the City. However construction of these homes will not materially alter future traffic volumes in

the study area, and trips resulting from these residential homes were assumed to be included within the conservative 2.0 percent per year traffic growth factor discussed earlier.

Based on the above assumptions, the existing (2000) traffic was growth-factored by 2.0 percent per year for five years to form the future year 2005 "Without Project" condition. The resulting 2005 peak hour traffic volumes are shown in Figures 8, 9 and 10 for winter weekdays, summer weekdays and summer weekends and are the "benchmark" values for determining project traffic impacts on the street system. Future 2005 "With Project" traffic volumes, determined by adding the project-related trips calculated in a previous section to the "Without Project" volumes are shown in Figures 11, 12 and 13 for winter weekdays, summer weekdays and summer weekends.

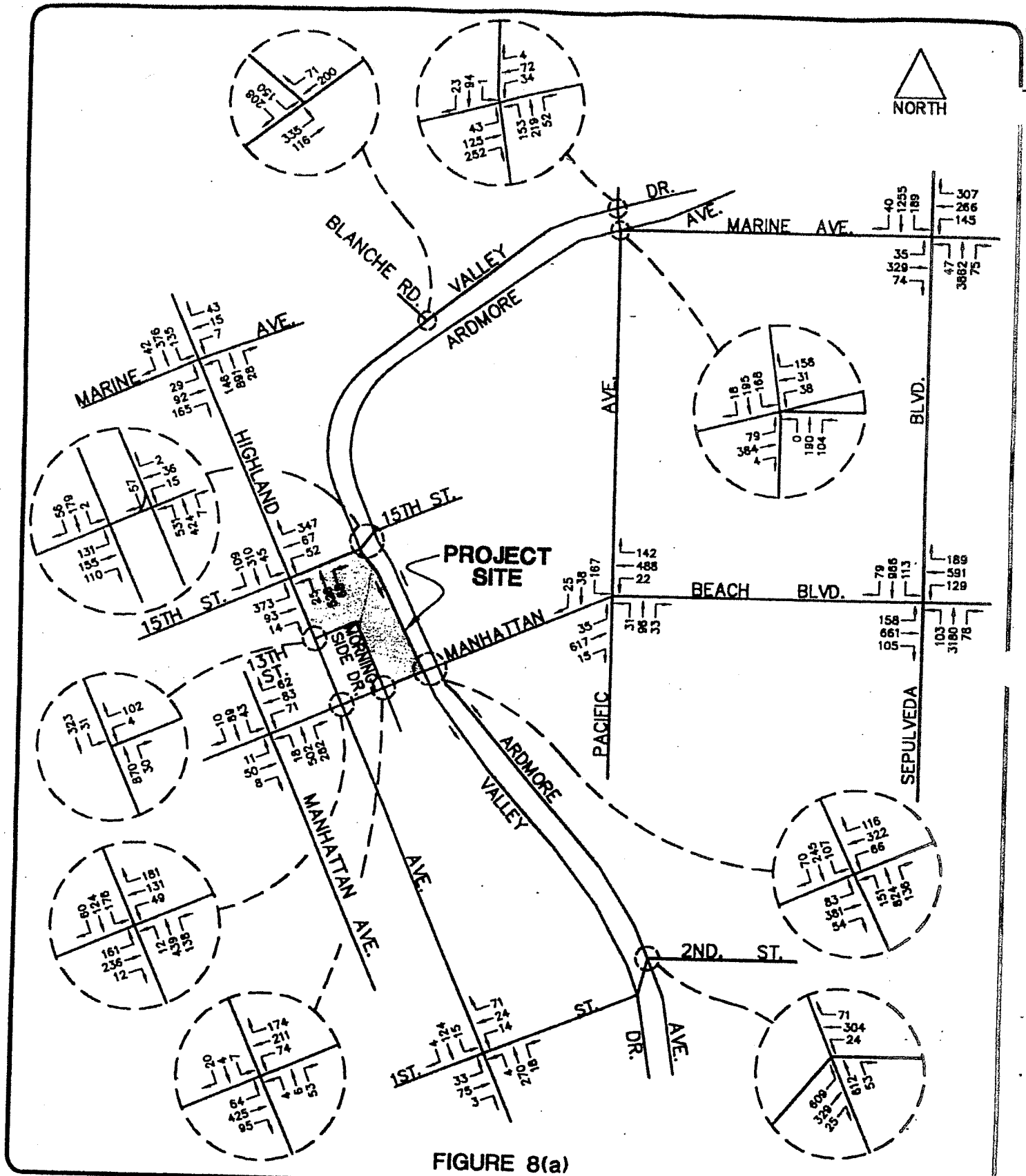


FIGURE 8(a)

08/16/2000

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**FUTURE (2005) TRAFFIC VOLUMES  
WINTER WEEKDAY WITHOUT PROJECT  
AM PEAK HOUR**

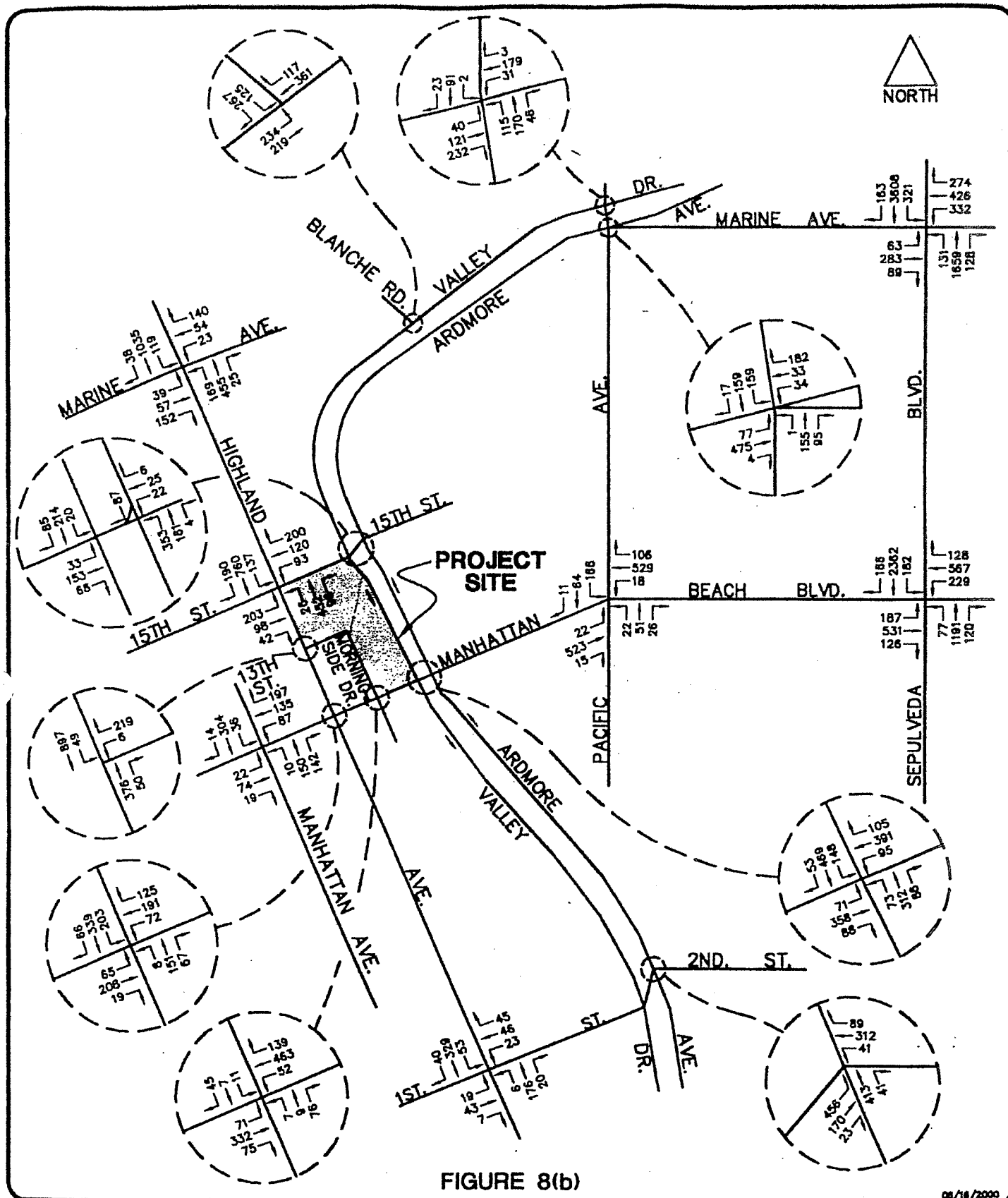


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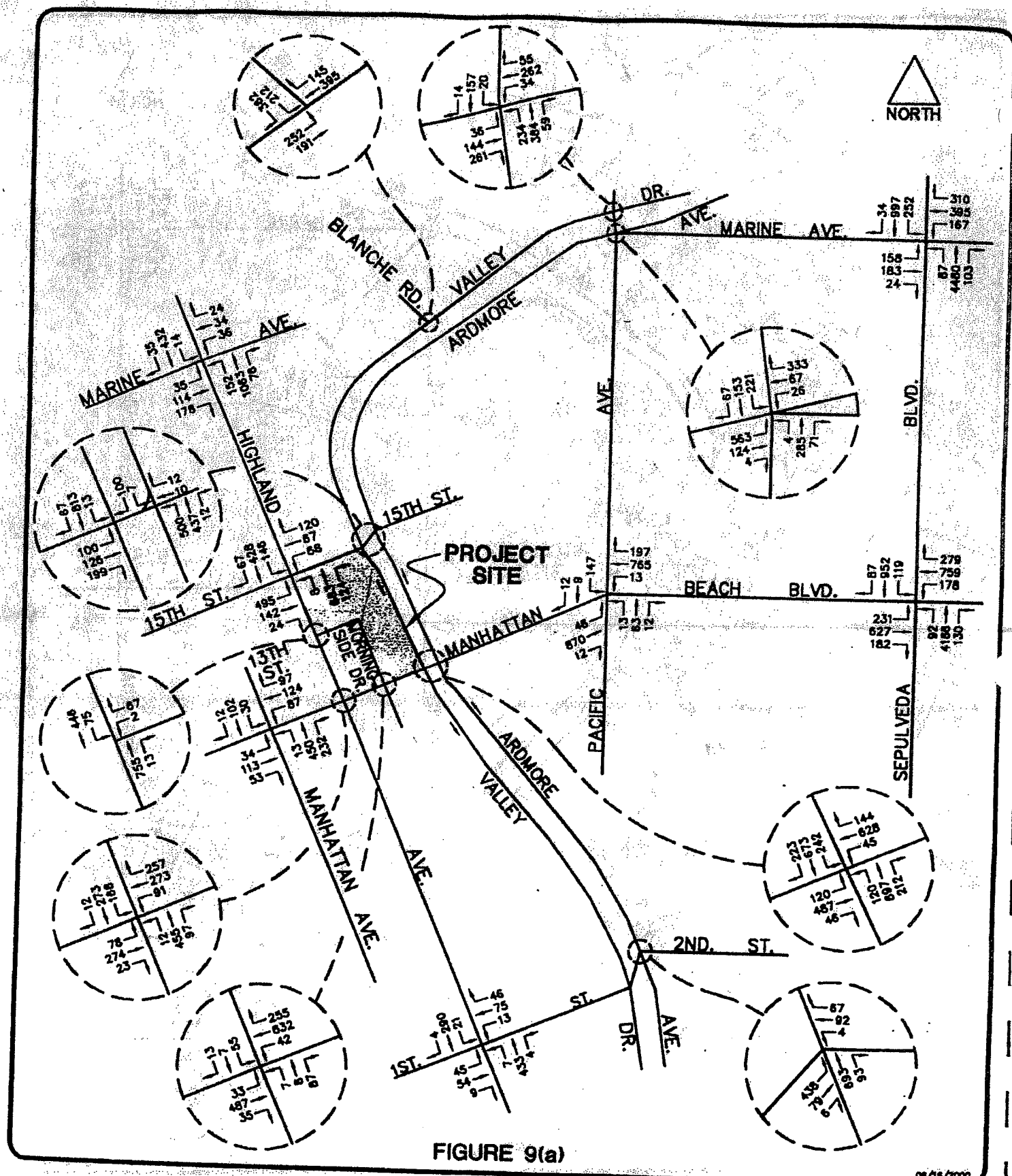
**FUTURE (2005) TRAFFIC VOLUMES  
WINTER WEEKDAY WITHOUT PROJECT  
PM PEAK HOUR**



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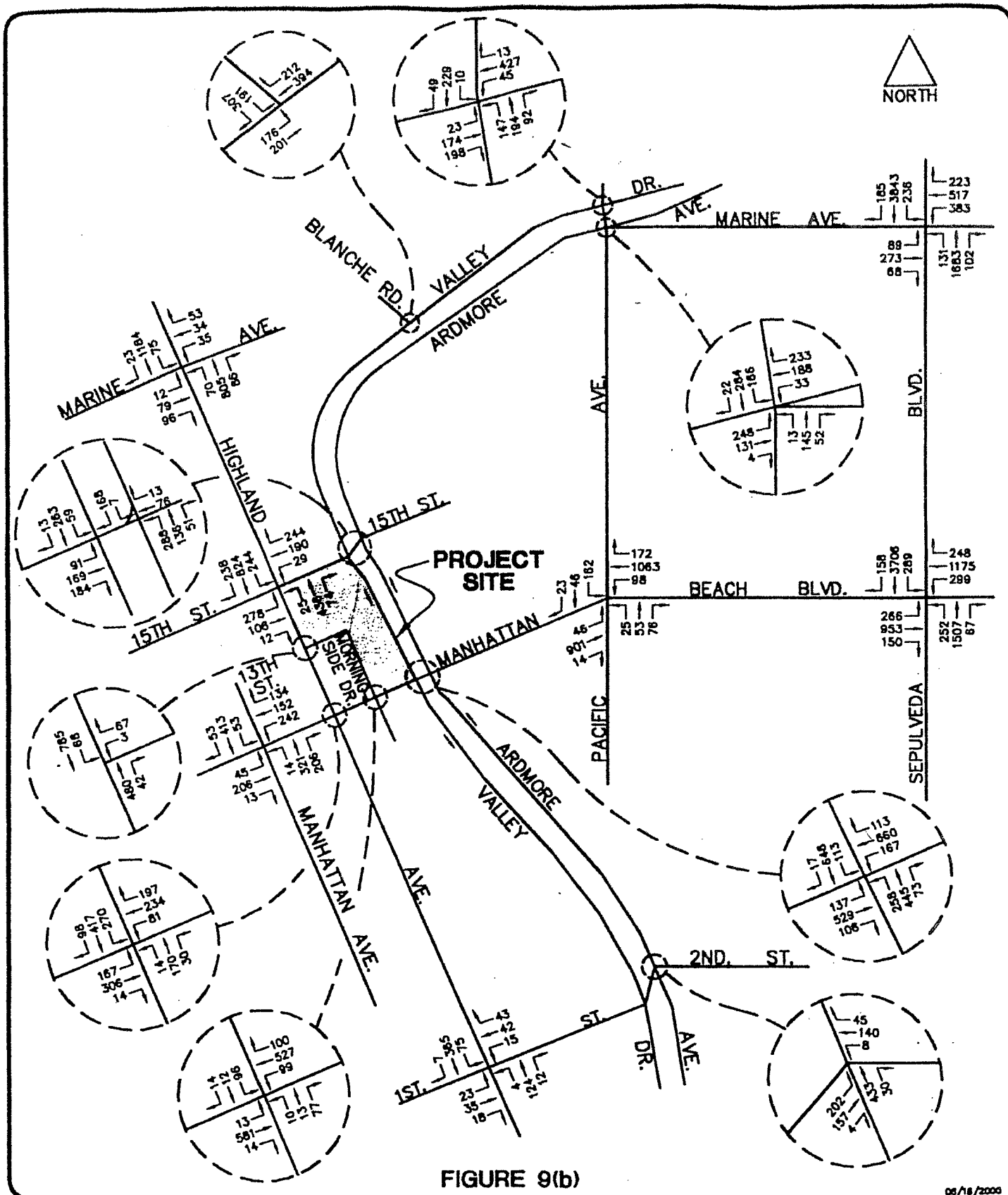
**FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKDAY WITHOUT PROJECT  
AM PEAK HOUR**



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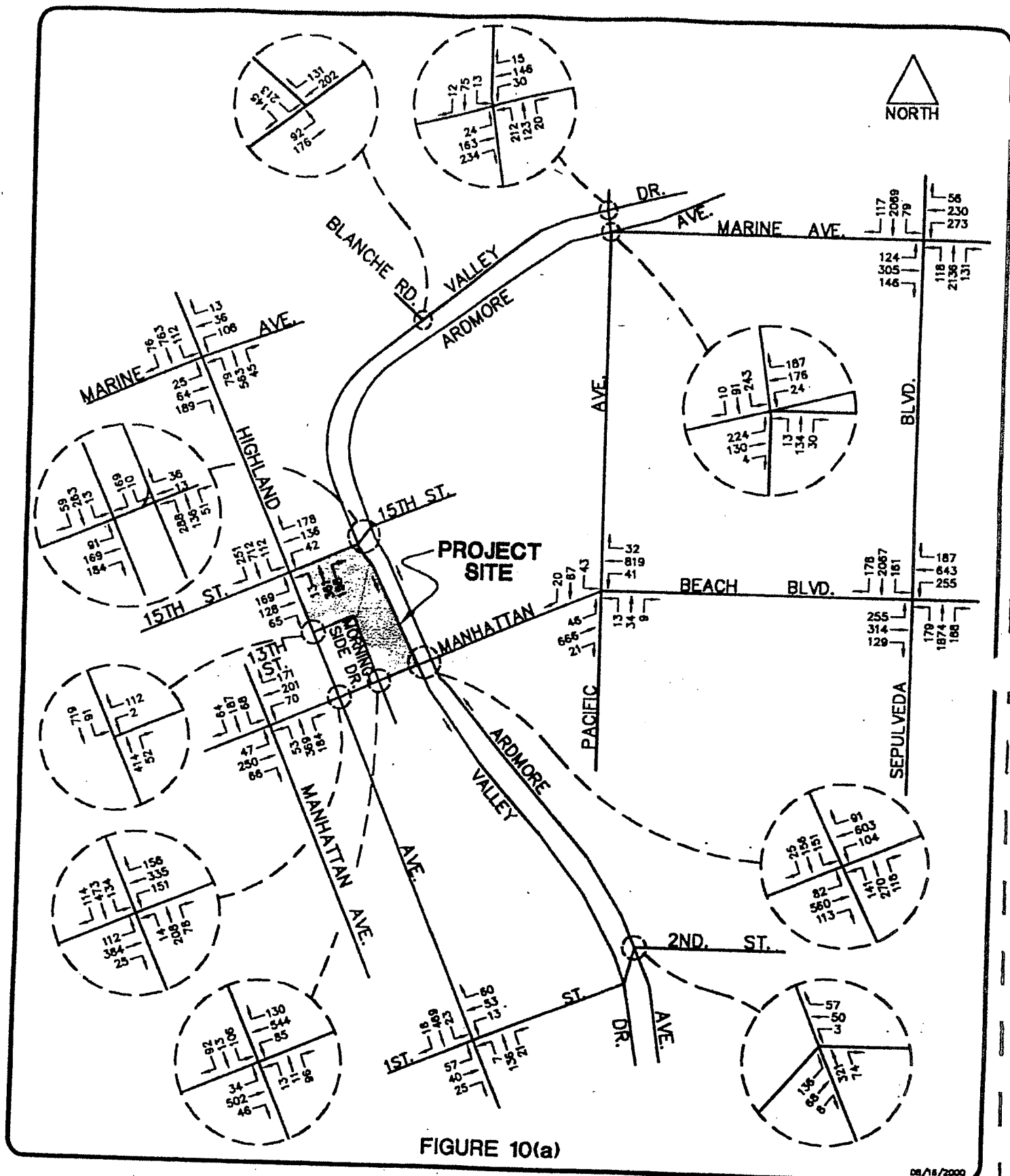
**FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKDAY WITHOUT PROJECT  
PM PEAK HOUR**



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**FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKEND WITHOUT PROJECT  
SATURDAY PEAK HOUR**



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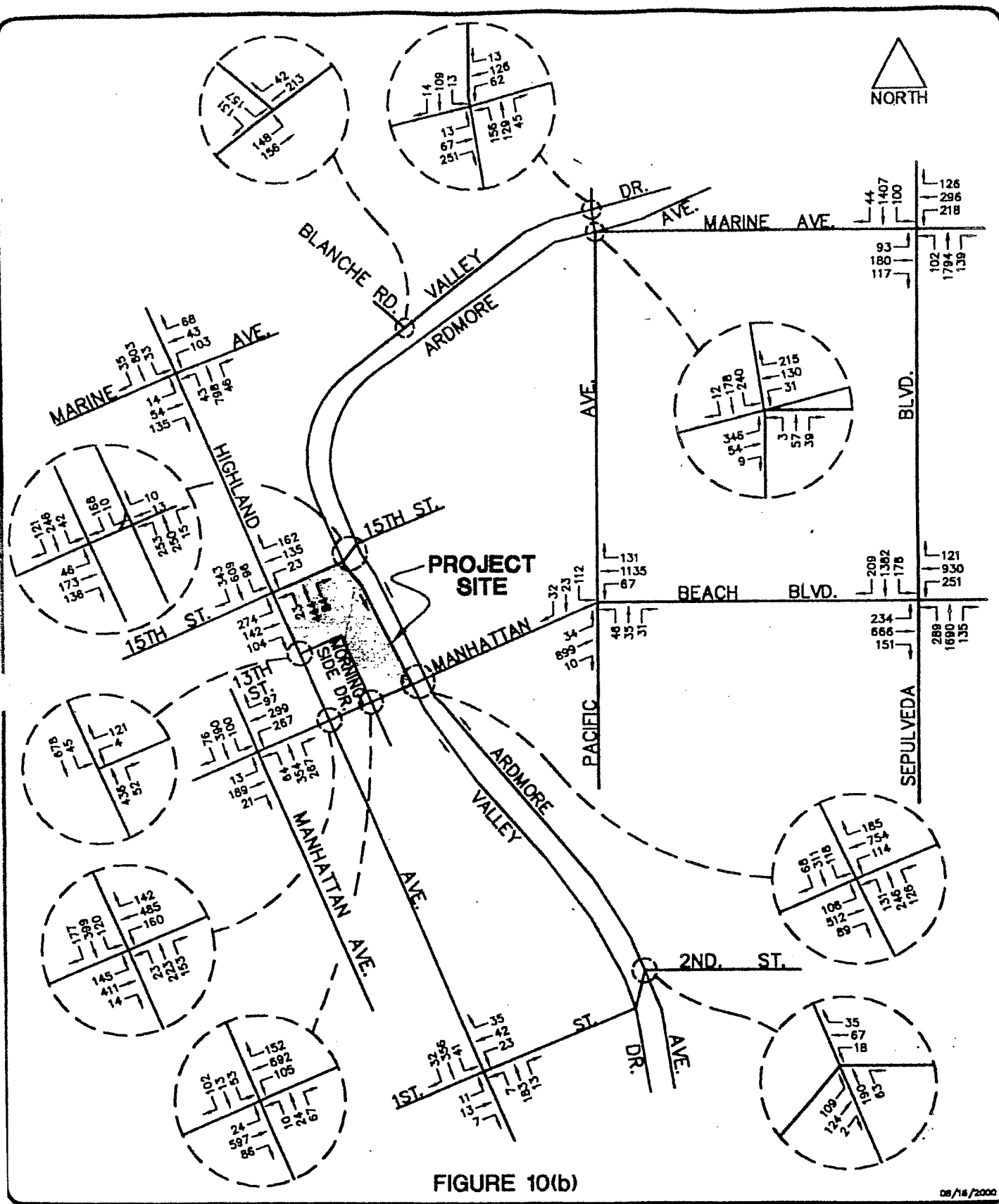


FIGURE 10(b)

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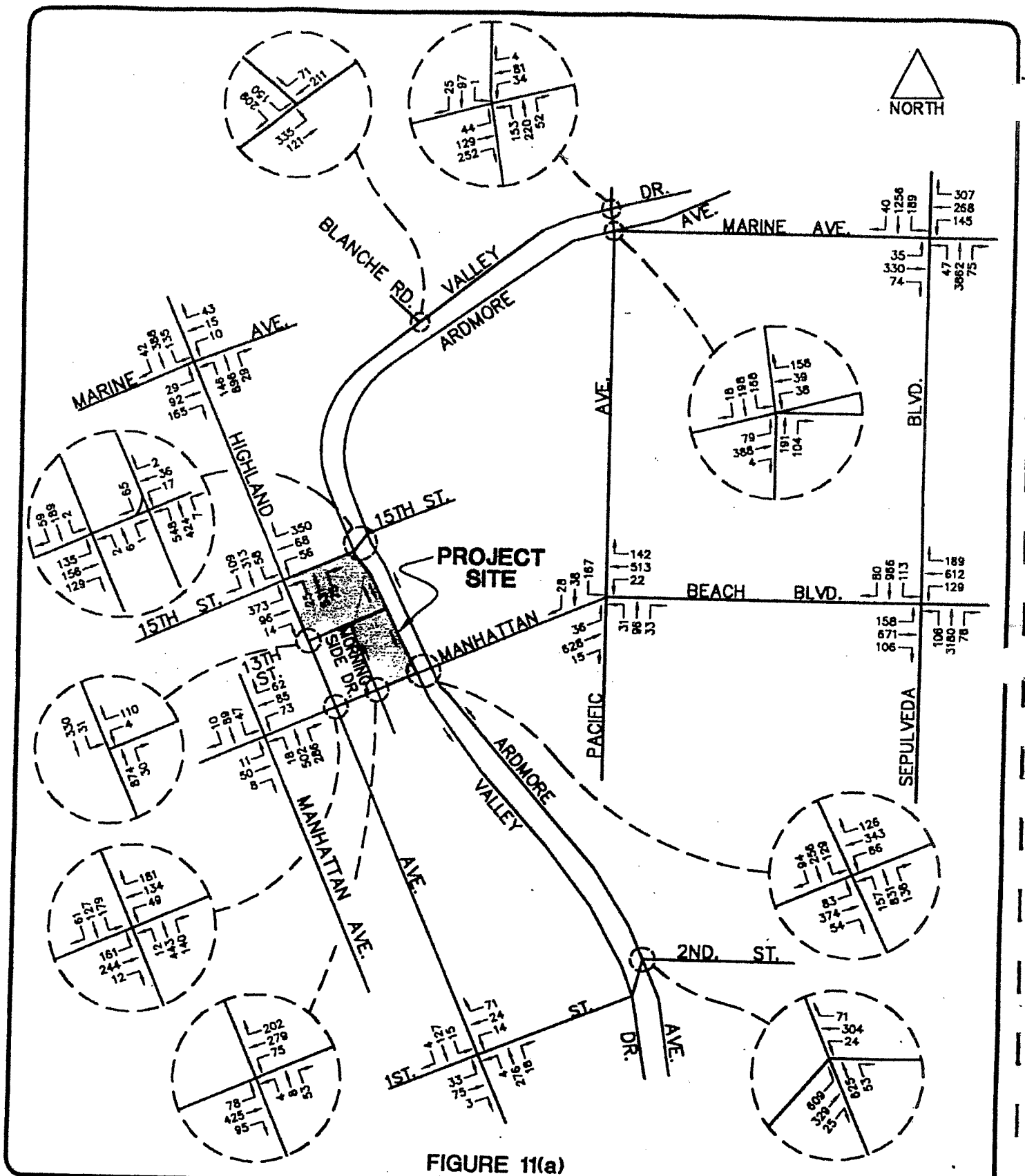
**FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKEND WITHOUT PROJECT  
SUNDAY PEAK HOUR**



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08/21/2000

METLDR\WINAM2005HP.Dwg

**FUTURE (2005) TRAFFIC VOLUMES  
WINTER WEEKDAY WITH PROJECT  
AM PEAK HOUR**



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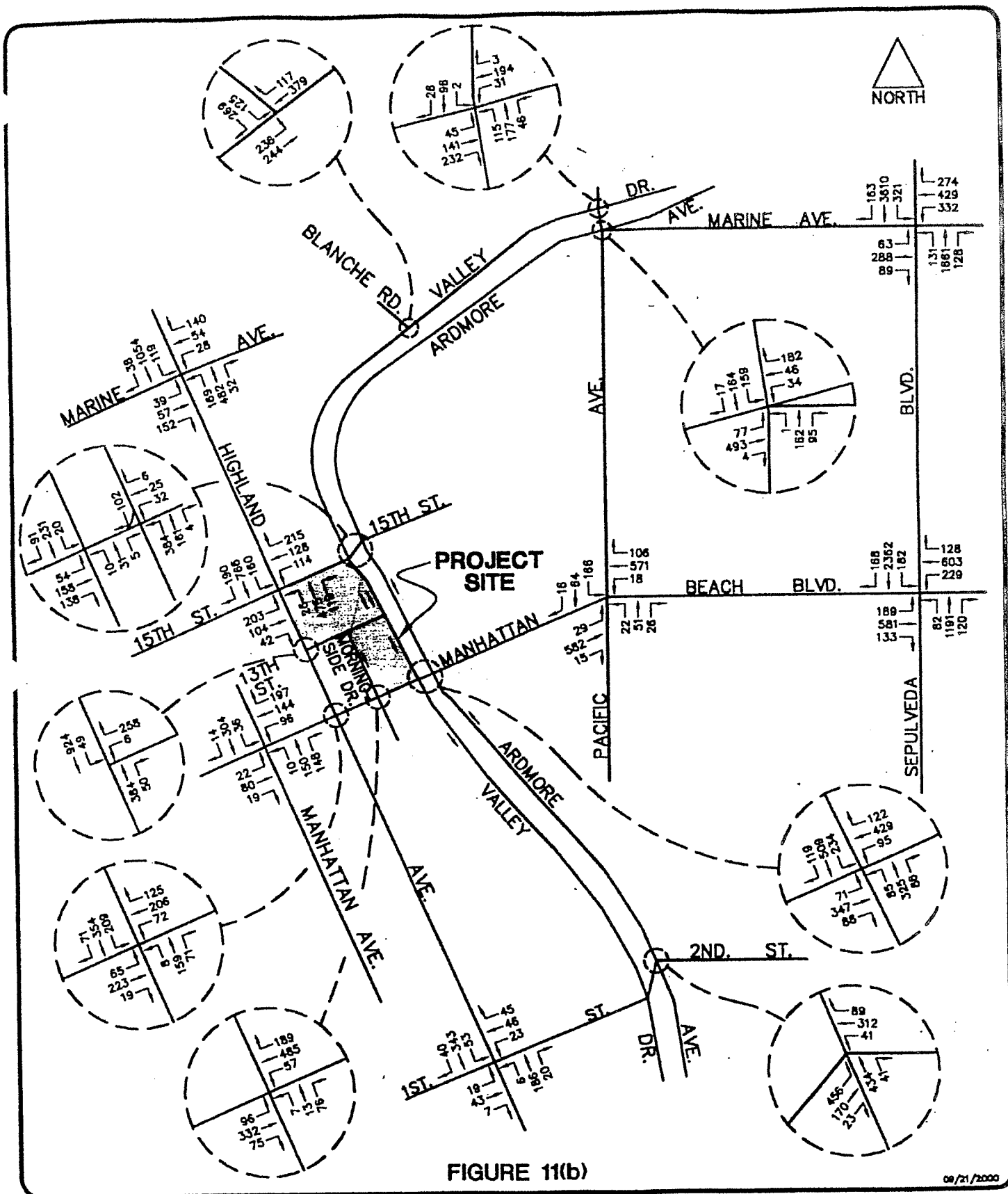


FIGURE 11(b)

08/21/2000

MELOK\WPM2005MP.Dwg

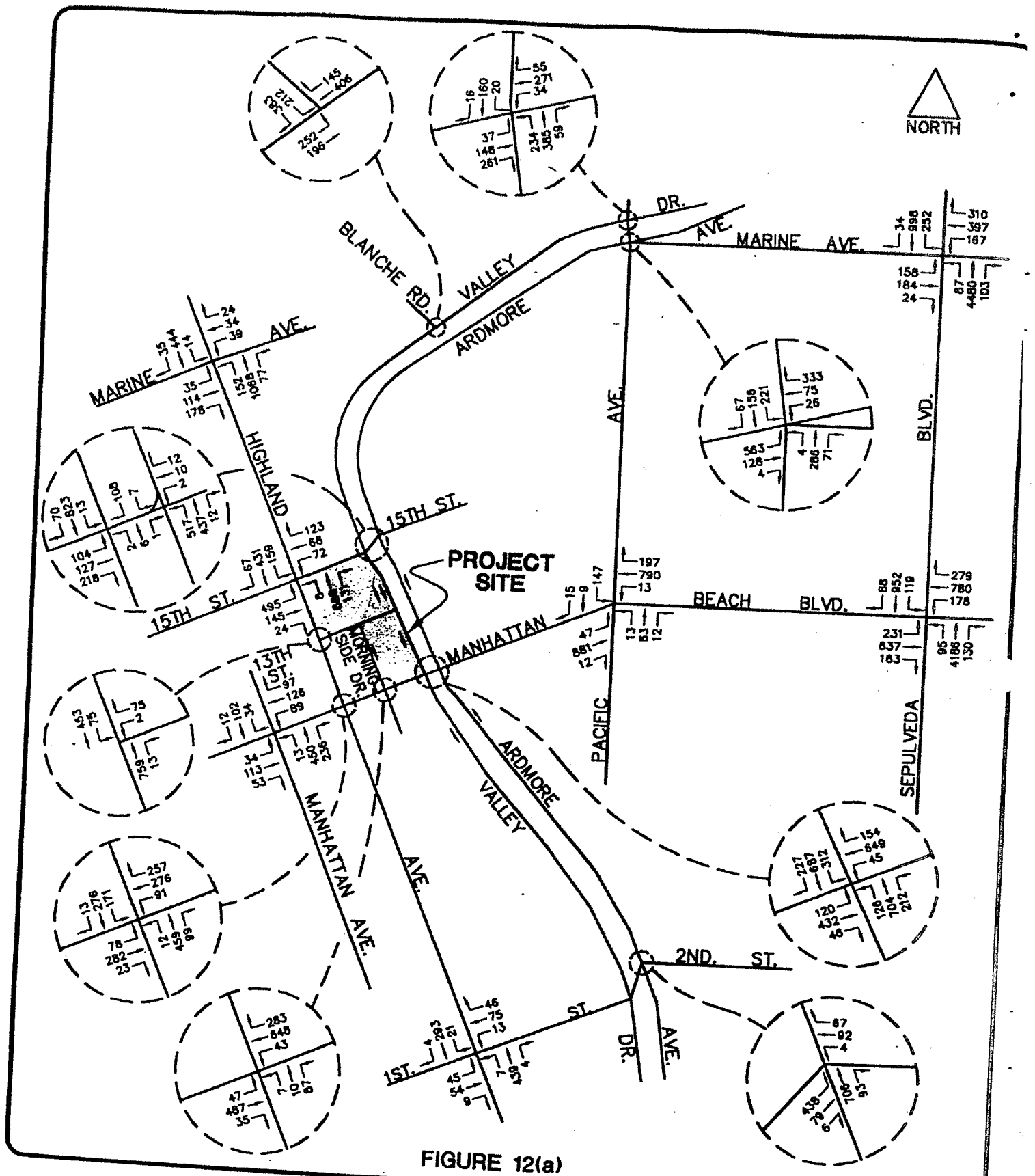
**FUTURE (2005) TRAFFIC VOLUMES  
WINTER WEEKDAY WITH PROJECT  
PM PEAK HOUR**



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**FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKDAY WITH PROJECT  
AM PEAK HOUR**

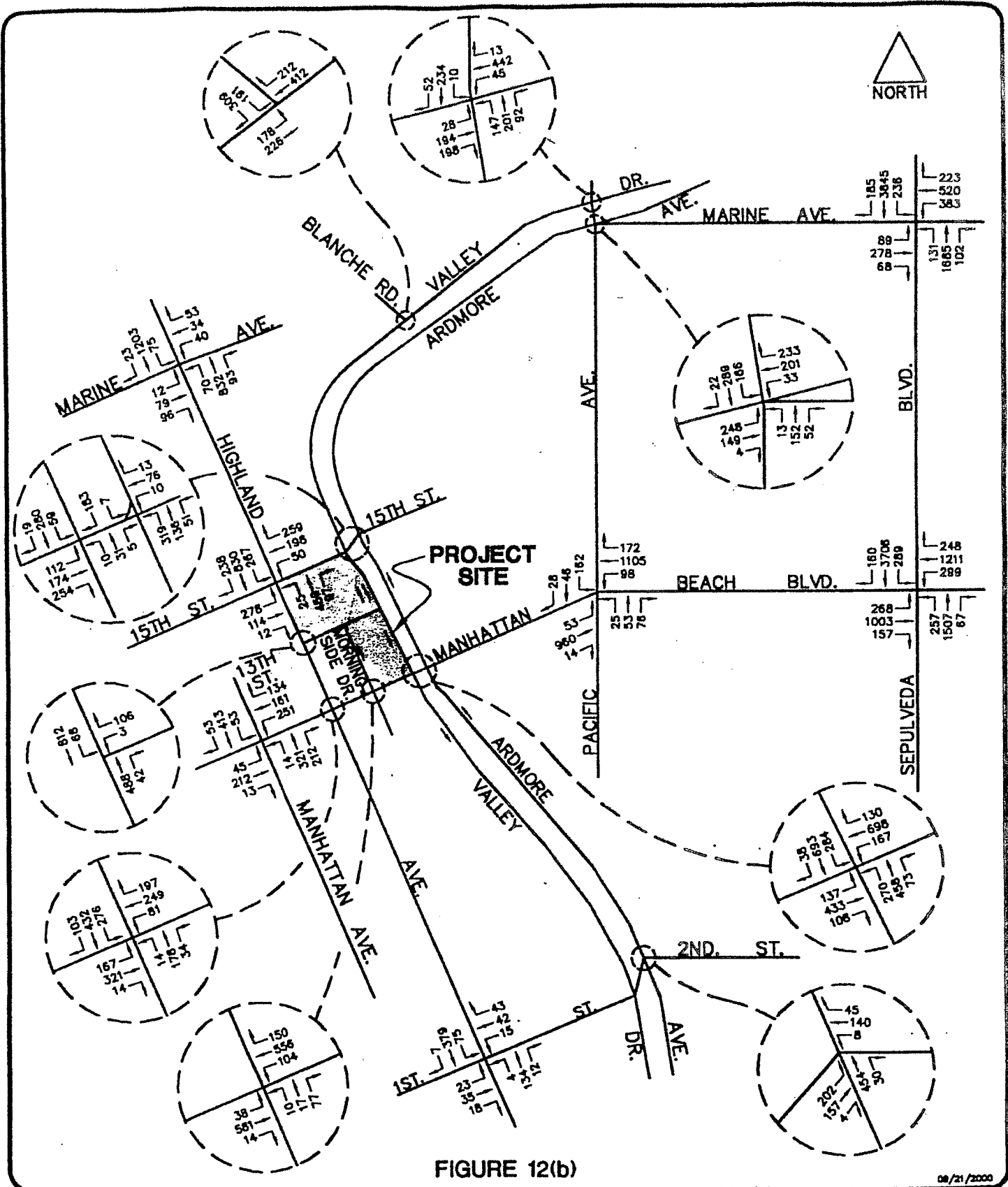


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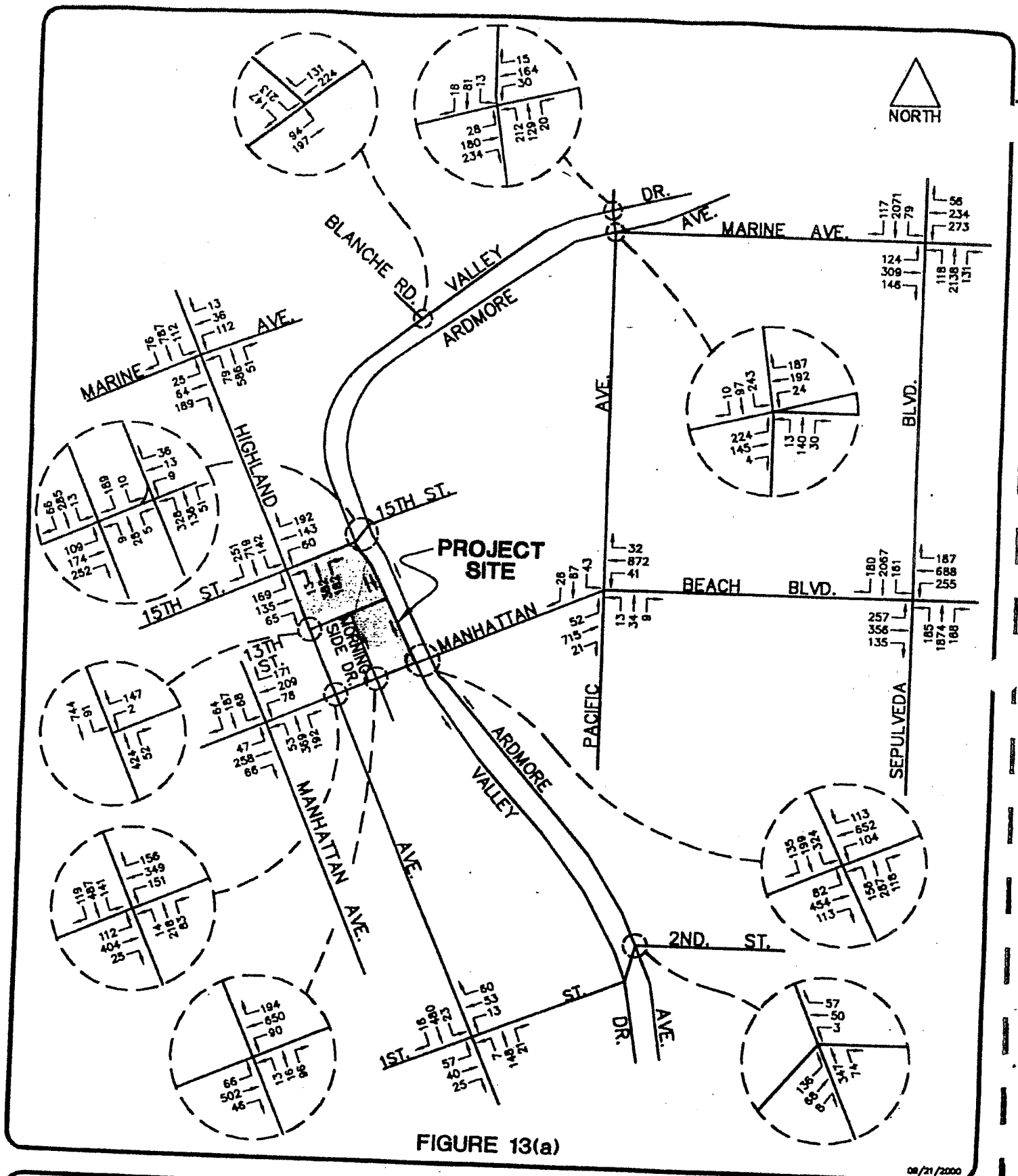




**FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKDAY WITH PROJECT  
PM PEAK HOUR**



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**FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKEND WITH PROJECT  
SATURDAY PEAK HOUR**



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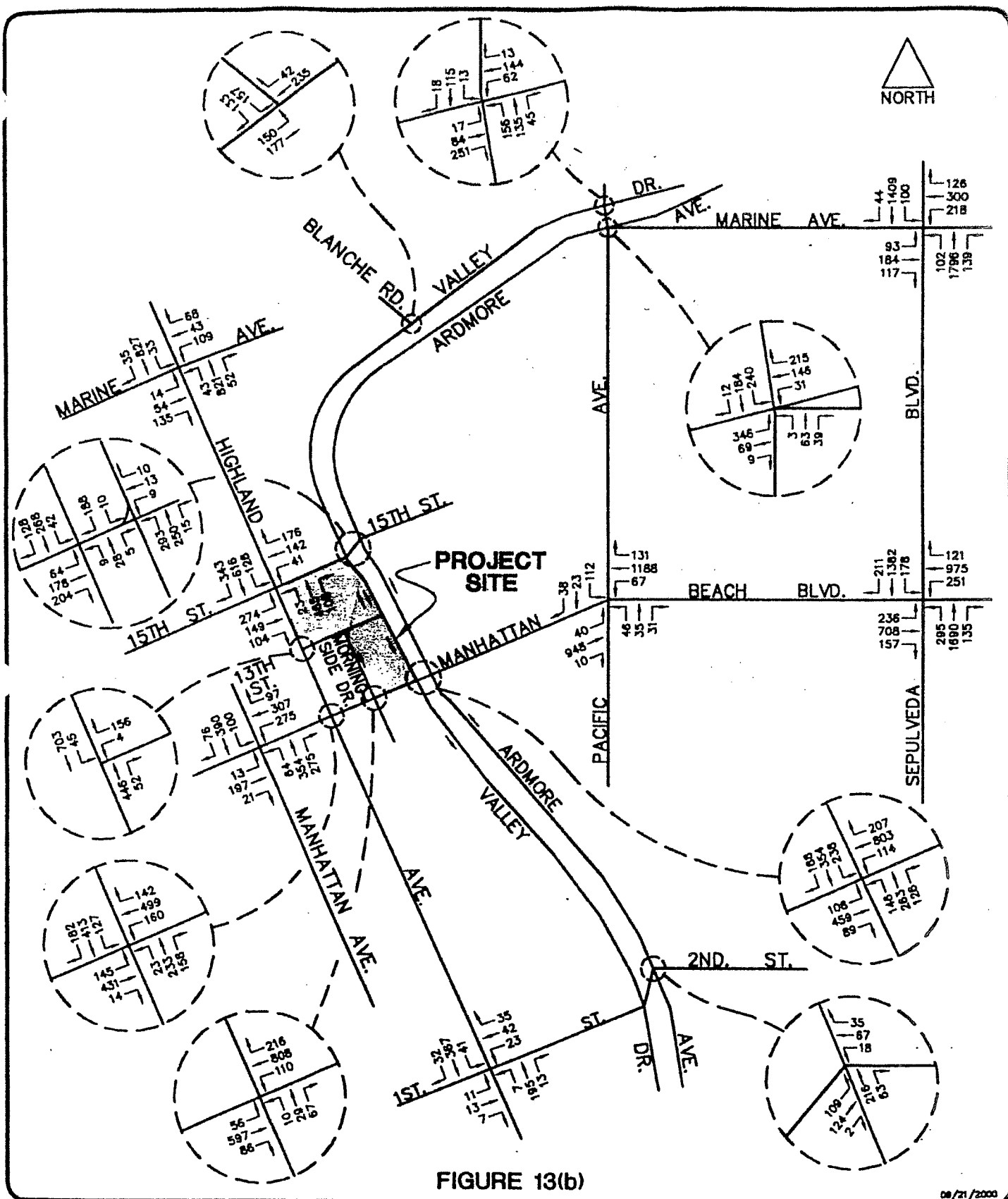


FIGURE 13(b)

08/21/2000

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FUTURE (2005) TRAFFIC VOLUMES  
SUMMER WEEKEND WITH PROJECT  
SUNDAY PEAK HOUR



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**Table 8(b)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Project**  
**Summer Weekdays**

No	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Marine Ave. & Highland Ave.	AM	1.011	F	1.017	F	0.006
		PM	0.999	E	1.015	F	0.016
2.	Valley Drive & Blanche Road	AM	1.155	F	1.165	F	0.010
		PM	1.067	F	1.085	F	0.018
3.	Valley Drive & Pacific Ave.	AM	0.750	C	0.758	C	0.008
		PM	0.785	C	0.808	D	0.023
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	AM	1.158	F	1.165	F	0.007
		PM	0.851	D	0.865	D	0.014
5.	Marine Ave. & Sepulveda Blvd.	AM	2.137	F	2.138	F	0.001
		PM	1.451	F	1.455	F	0.004
6.	Highland Ave. & 15th Street	AM	1.060	F	1.076	F	0.016
		PM	1.262	F	1.283	F	0.021*
7.	15th Street & Valley Drive/Ardmore Ave.	AM	0.815	D	0.847	D	0.032
		PM	0.564	A	0.657	B	0.093
8.	Highland Ave. & 13th Street	AM	0.760	C	0.770	C	0.010
		PM	0.769	C	0.824	D	0.055
9.	Manhattan Beach Blvd. & Manhattan Ave.	AM	0.645	B	0.651	B	0.006
		PM	0.694	B	0.708	C	0.014
10.	Manhattan Beach Blvd. & Highland Ave.	AM	0.885	D	0.893	D	0.008
		PM	0.751	C	0.775	C	0.024
11.	Manhattan Beach Blvd. & Morningside Drive	AM	0.720	C	0.702	C	-0.018
		PM	0.741	C	0.689	B	-0.052
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	AM	0.973	E	1.042	F	0.069*
		PM	1.003	F	1.055	F	0.052*
13.	Manhattan Beach Blvd. & Pacific Ave.	AM	0.527	A	0.535	A	0.008
		PM	0.745	C	0.773	C	0.028
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.538	F	1.545	F	0.007
		PM	1.741	F	1.760	F	0.019
15.	Highland Ave. & 1st Street	AM	0.537	A	0.542	A	0.005
		PM	0.477	A	0.490	A	0.013
16.	Ardmore Ave. & 2nd Street	AM	0.988	E	0.998	E	0.010
		PM	0.680	B	0.698	B	0.018

\* Denotes significant impact

**Table 8(c)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Project**  
**Summer Weekends**

<u>No</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		<u>Impact</u>
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	
1.	Marine Ave. & Highland Ave.	SAT SUN	0.868 0.791	D C	0.888 0.812	D D	0.020 0.021
2.	Valley Drive & Blanche Road	SAT SUN	0.653 0.576	B A	0.674 0.597	B B	0.021 0.021
3.	Valley Drive & Pacific Ave.	SAT SUN	0.636 0.571	B A	0.662 0.597	B A	0.026 0.026
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	SAT SUN	0.785 0.843	C D	0.802 0.858	D D	0.017 0.015
5.	Marine Ave. & Sepulveda Blvd.	SAT SUN	1.211 0.979	F E	1.214 0.982	F E	0.003 0.003
6.	Highland Ave. & 15th Street	SAT SUN	1.024 1.085	F F	1.044 1.105	F F	0.020* 0.020*
7.	15th Street & Valley Drive/Ardmore Ave.	SAT SUN	0.522 0.465	A A	0.621 0.555	B A	0.099 0.090
8.	Highland Ave. & 13th Street	SAT SUN	0.770 0.707	C C	0.820 0.757	D C	0.050 0.050
9.	Manhattan Beach Blvd. & Manhattan Ave.	SAT SUN	0.693 0.799	B C	0.704 0.815	C D	0.011 0.016
10.	Manhattan Beach Blvd. & Highland Ave.	SAT SUN	0.803 0.914	D E	0.825 0.936	D E	0.022 0.022*
11.	Manhattan Beach Blvd. & Morningside Drive	SAT SUN	0.741 0.833	C D	0.776 0.900	C D	0.035 0.067
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	SAT SUN	0.706 0.836	C D	0.874 0.932	D E	0.168 0.096*
13.	Manhattan Beach Blvd. & Pacific Ave.	SAT SUN	0.446 0.652	A B	0.475 0.679	A B	0.029 0.027
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	SAT SUN	1.094 1.104	F F	1.116 1.127	F F	0.022* 0.023*
15.	Highland Ave. & 1st Street	SAT SUN	0.583 0.456	A A	0.592 0.465	A A	0.009 0.009
16.	Ardmore Ave. & 2nd Street	SAT SUN	0.476 0.378	A A	0.497 0.399	A A	0.021 0.021

\* Denotes significant impact

According to the City of Manhattan Beach policy, a project is deemed to have a significant traffic impact at an intersection based on the following V/C (volume/capacity) (or CMA) results:

### Significant Project Traffic Impact

<u>LOS</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase in V/C</u>
E, F	>0.900	equal to or greater than 0.020

No significant impact criteria exists for intersections operating at levels of service A – D with the addition of project volumes

As indicated in Table 8(a), the proposed project would have three significant PM peak hour impacts. These impacts would occur at Highland Avenue and 15<sup>th</sup> Street, Highland Avenue and 13<sup>th</sup> Street, and Manhattan Beach Boulevard and Sepulveda Boulevard during winter months. In addition, during the winter months, the addition of project volumes would result in a level of service change at three additional intersections, Marine Avenue and Highland Avenue, Manhattan Beach Boulevard and Morningside Drive, and Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue. The incremental change in the CMA value, however, is minimal and the impact is not considered to be significant. The level of service will remain the same at all other study intersections during winter weekdays.

During summer weekdays, as indicated in Table 8(b), the project would result in two significant impacts during either the AM or PM peak hours at the intersections of Highland Avenue and 15<sup>th</sup> Street, and Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue. The addition of project volumes would also result in the level of service change at five additional intersections, Marine Avenue and Highland Avenue, Valley Drive and Pacific Avenue, 15<sup>th</sup> Street and Valley Drive/Ardmore Avenue, Highland Avenue and 13<sup>th</sup> Street, and Manhattan Beach Boulevard and Manhattan Avenue. The

incremental change in the CMA value, however, is minimal and the impact is not considered to be significant.

During summer weekends, as indicated in Table 8(c), the project would result in four significant impacts. These are at the intersections of Highland Avenue and 15<sup>th</sup> Street, Manhattan Beach Boulevard and Highland Avenue, Manhattan Beach Boulevard and Valley Drive/ Ardmore Avenue, and Manhattan Beach Boulevard and Sepulveda Boulevard. The addition of project volumes would also result in the level of service change at five additional intersections, Marine Avenue and Highland Avenue, Ardmore Avenue/Marine Avenue and Pacific Avenue, 15<sup>th</sup> Street and Valley Drive/Ardmore Avenue, Highland Avenue and 13<sup>th</sup> Street, and Manhattan Beach Boulevard and Manhattan Avenue. The incremental change in the CMA value, however, is minimal and the impact is not considered to be significant.

Project mitigation is discussed in a later section.

It should also be noted that no significant traffic impacts are expected on the neighborhood streets surrounding the project site. Alternative "cut-through" routes are confusing and do not provide an attractive alternative to main travel routes as neighborhood streets surrounding the project site are located on terrain with multiple elevation changes and narrow roadways. In addition, the project will provide signage to direct patrons of the Civic Center/Metlox project to the most direct route out of the project area.

#### **Impact on Regional Transportation System**

To address the increasing public concern that traffic congestion was impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has

been established by the Metropolitan Transportation Authority, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The traffic impact analysis (TIA) requires that all freeway segments where a project adds 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where the project will add 50 or more trips during the peak hour. For the purposes of CMP, a significant traffic impact occurs when the proposed project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F.

At the nearest CMP intersections, Sepulveda Boulevard and Rosecrans Avenue, and the Pacific Coast Highway and Artesia Boulevard/Gould Avenue, which are more than one and ½ miles from the project site, it is estimated that the project would add at most five peak-hour trips to either intersection. This is well below the 50-trip threshold. In addition, no more than 20 project peak-hour trips in one direction are expected to be added to any freeway mainline segment, which is significantly less than the 150-trip threshold. Therefore, no further CMP analysis was performed.



## MITIGATION MEASURES

The City of Manhattan Beach area roadway system currently makes full use of the available rights-of-way. The streets are currently either fully utilized for either travel lanes, turn channelization or on-street parking. The parkways also contain pedestrian and landscape resources. A review of the locations which would have significant traffic impacts during one or more time periods shows that physically improving the roadways to provide additional traffic capacity would require the removal of other amenities. The following measures are intended to address project impacts, as well as improve traffic conditions throughout the area.

- o Highland Avenue & 15<sup>th</sup> Street - Widen Highland Avenue north of 15<sup>th</sup> Street and remove on-street parking to provide a southbound right-turn only lane. This improvement would be subject to the approval of the City Council.
- o Highland Avenue & 13<sup>th</sup> Street - Install a two phase signal at this intersection if warranted based on actual traffic counts taken after the project is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts. This restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13<sup>th</sup> Street to a one-way eastbound scheme is an option. However, secondary impacts at other intersections from these restrictions would arise.
- o Highland Avenue and Manhattan Beach Boulevard - Potential mitigation measures for this impact require the widening of the roadway to provide

for additional capacity. This widening requires the acquisition of additional right-of-way and the removal of existing amenities. This is not considered feasible.

- o Manhattan Beach Blvd. & Sepulveda Blvd. - Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.
- o Manhattan Beach Blvd. & Valley Drive/Ardmore Avenue. - Install a dual southbound left-turn lane at this intersection at such a time that two left turn lanes are warranted based on actual traffic counts.

In addition to the above mitigation measures, the project would provide appropriate street signs to direct vehicular traffic into and around the project site.

An additional analysis was performed to determine the effectiveness of the above mitigation measures. Table 9 shows that after the implementation of all feasible mitigation measures, significant impacts would remain at one intersection during Summer weekdays, Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue. One unmitigatable impact at Highland Avenue and Manhattan Beach Boulevard will also remain during the Summer Sunday peak hour.

**Table 9 (a)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Project, Plus Mitigation Winter Weekdays**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 15 <sup>th</sup> Street	AM	0.953	E	0.968	E	0.015	0.968	E	0.015
	PM	1.052	F	1.072	F	0.020*	0.939	E	-0.113
Highland Avenue & 13 <sup>th</sup> Street	AM	0.864	D	0.874	D	0.010	0.699	B	-0.165
	PM	0.976	E	1.031	F	0.055*	0.825	D	-0.151
Manhattan Beach Blvd. & Highland Avenue	AM	0.817	D	0.825	D	0.008	0.825	D	0.008
	PM	0.535	A	0.557	A	0.022	0.557	A	0.022
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	AM	0.703	C	0.716	C	0.013	0.674	B	-0.029
	PM	0.559	A	0.652	B	0.093	0.610	B	0.051
Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.169	F	1.173	F	0.004	1.173	F	0.004
	PM	1.029	F	1.050	F	0.021*	1.023	F	-0.006

**Table 9 (b)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Project, Plus Mitigation Summer Weekdays**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 15 <sup>th</sup> Street	AM	1.060	F	1.076	F	0.016	1.076	F	0.016
	PM	1.262	F	1.283	F	0.021*	1.116	F	-0.146
Highland Avenue & 13 <sup>th</sup> Street	AM	0.760	C	0.770	C	0.010	0.616	B	-0.144
	PM	0.769	C	0.824	D	0.055	0.659	B	-0.110
Manhattan Beach Blvd. & Highland Avenue	AM	0.885	D	0.893	D	0.008	0.893	D	0.008
	PM	0.751	C	0.775	C	0.024	0.775	C	0.024
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	AM	0.973	E	1.042	F	0.069*	0.940	E	-0.033
	PM	1.003	F	1.055	F	0.052*	1.055	F	0.052*
Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.538	F	1.545	F	0.007	1.470	F	-0.068
	PM	1.741	F	1.760	F	0.019	1.623	F	-0.118

\*Denotes significant impact prior to mitigation.

**Table 9 (c)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Project, Plus Mitigation Summer Weekends**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 15 <sup>th</sup> Street	SAT	1.024	F	1.044	F	0.020*	0.867	D	-0.157
	SUN	1.085	F	1.105	F	0.020*	0.864	D	-0.221
Highland Avenue & 13 <sup>th</sup> Street	SAT	0.770	C	0.820	D	0.050	0.656	B	-0.114
	SUN	0.707	C	0.757	C	0.050	0.605	B	-0.102
Manhattan Beach Blvd. & Highland Avenue	SAT	0.803	D	0.825	D	0.022	0.825	D	0.022
	SUN	0.914	E	0.936	E	0.022*	0.936	E	0.022*
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	SAT	0.706	C	0.874	D	0.168	0.768	C	0.062
	SUN	0.836	D	0.932	E	0.096*	0.897	D	0.061
Manhattan Beach Blvd. & Sepulveda Blvd.	SAT	1.094	F	1.116	F	0.022*	0.972	E	-0.122
	SUN	1.104	F	1.127	F	0.023*	0.963	E	-0.141

\*Denotes significant impact prior to mitigation.

## **PROJECT ALTERNATIVES ANALYSIS**

## PROJECT ALTERNATIVES

This section presents the results of the project alternatives analysis. Under both project alternatives, the Civic Center portion of the project remains the same as presented in the main text of this report and the Metlox portion of the project is altered. Under the first project alternative analyzed (the Mixed-Use Alternative), the square footage of the Metlox project would remain as proposed, 90,000 square feet, but the project uses would be as follows:

- o 31,420 sf Office
- o 15,900 sf Retail
- o 6,400 sf Restaurants
- o 40 room Bed & Breakfast
- o 3,000 sf Day Spa

The trip generating characteristics of this alternative mixed use Metlox development, in conjunction with the Civic Center portion of the project is shown in Table A-1.

The second project alternative (the Reduced Density Alternative) analyzed reduces the size of the Metlox portion of the project to approximately 57,480, comprised of the following uses:

- o 7,500 sf Office
- o 7,300 sf Retail
- o 6,400 sf Restaurants
- o 40 room Bed & Breakfast
- o 3,000 sf Day Spa

The trip generating characteristics of this reduced size Metlox development, in conjunction with the Civic Center portion of the project is shown in Table A-2.

Alternative project volumes are shown in Figures A-1(a), A-1(b) and A-1(c) for AM and PM peak hours and weekend peak hours for the Mixed-Use Alternative. The Reduced Density Alternative volumes are shown in Figures A-2(a), A-2(b) and A-2(c) for AM and PM peak hours and weekend peak hours.

**Table A-1**  
**Mixed-Use Alternative Metlox Project Trip Generation**

Proposed Size/Use Metlox Commercial Project	Weekday Trip Generation				Saturday Trip Generation			
	Daily	AM Peak Hour		PM Peak Hour		Daily	Peak Hour	
		Inbound	Outbound	Inbound	Outbound		Inbound	Outbound
31,420 SF Office	545	65	9	19	95	86	8	7
15,900 SF Retail	2,090	33	21	90	97	2,882	137	126
6,400 SF Restaurant	576	4	1	32	16	564	41	28
40 RM Bed & Breakfast	360	10	17	14	13	335	21	26
3,000 SF Day Spa	72	0	0	8	5	103	7	6
Civic Center Project								
57,000 SF Police/Fire Facility								
17,900 SF Library Addition	417	0	0	27	28	378	27	28
/								
Subtotal	4,060	112	48	190	254	4,348	241	221
Less "Internal" & "Walk-in" Trips								
Retail (Based on Other Uses)*	267	4	2	12	11	345	18	15
Restaurant 15%	86	1	0	5	2	85	6	4
Library Addition 10%	42	0	0	3	3	38	3	3
Subtotal	395	5	2	20	16	468	27	22
PROJECT DRIVEWAY TRIPS	3,665	107	46	170	238	3,880	214	199
Less "Pass-by" Trips								
Retail 25%	456	7	5	20	21	634	30	28
Restaurant 10%	49	0	0	3	1	48	4	2
Library Addition 10%	38	0	0	2	3	34	2	3
Subtotal	543	7	5	25	26	716	36	33
NET PROJECT TRIPS	3,122	100	41	145	212	3,164	178	166

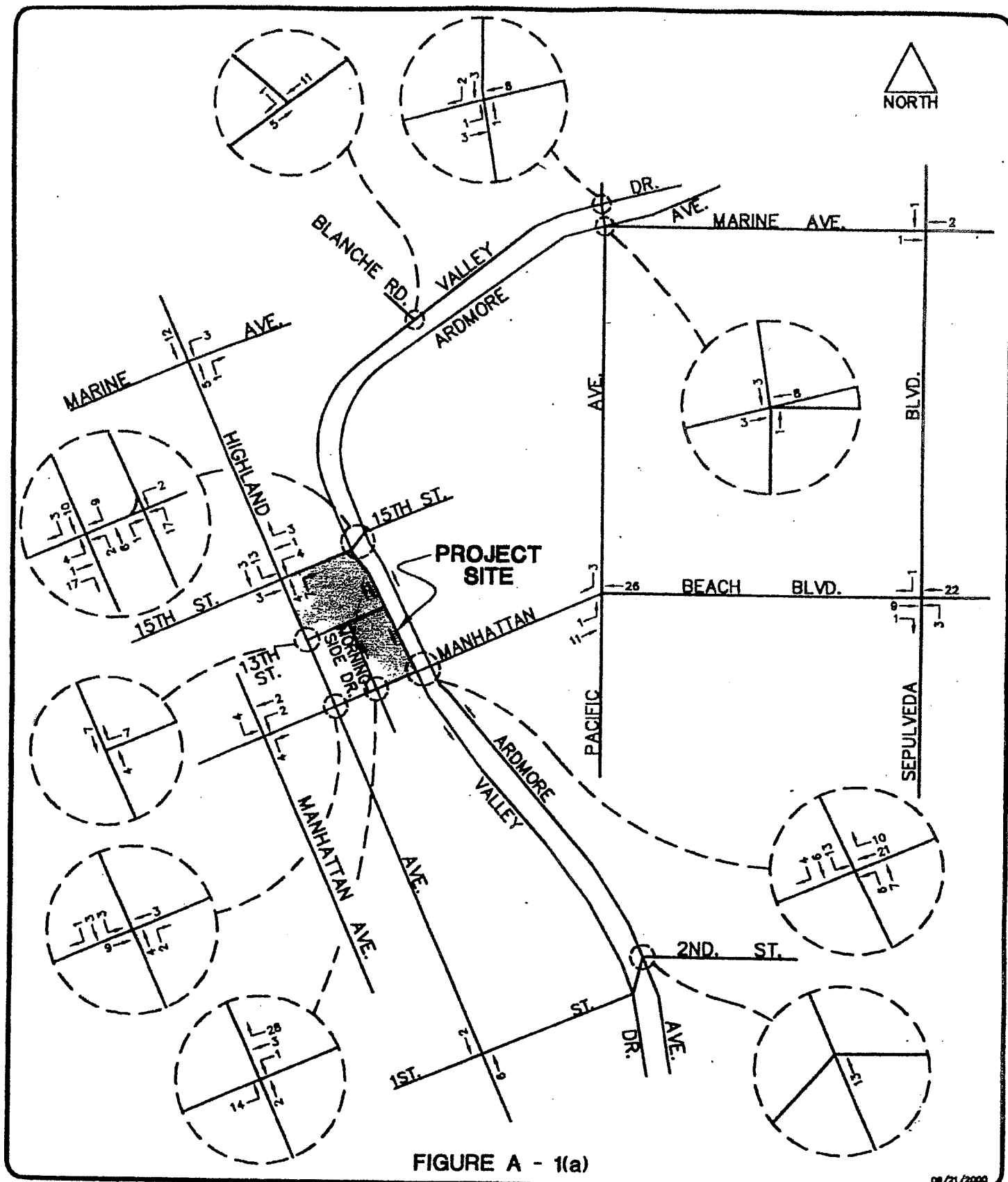
\* It is estimated that approximately 20% of retail patrons will be on the site for primary reasons other than patronizing retail establishments

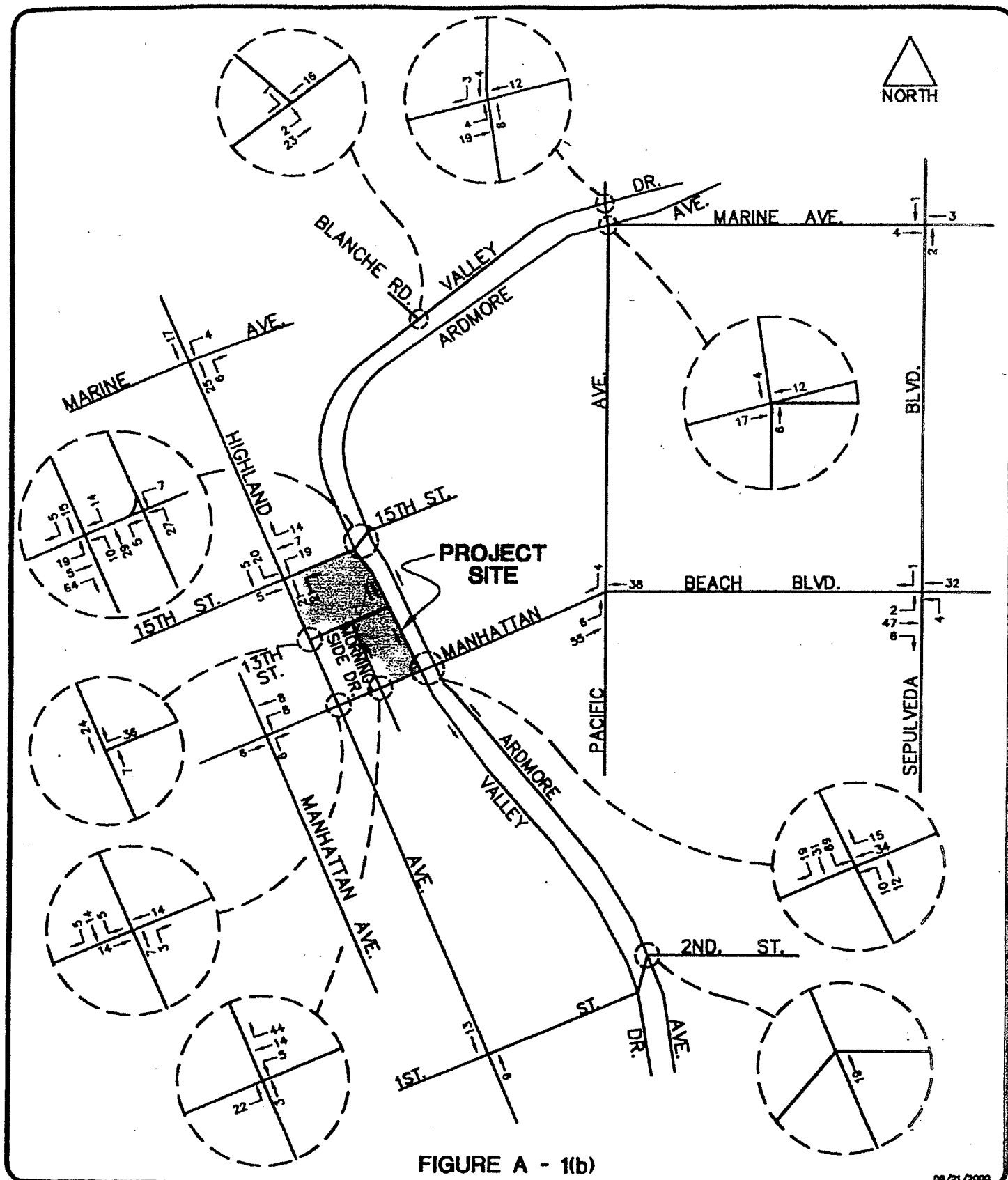
**Table A-2**  
**Reduced Density Alternative Metlox Project Trip Generation**

Proposed Size/Use Metlox Commercial Project	Weekday Trip Generation				Saturday Trip Generation			
	Daily	AM Peak Hour		PM Peak Hour		Daily	Peak Hour	
		Inbound	Outbound	Inbound	Outbound		Inbound	Outbound
7,500 SF Office	182	21	3	15	73	34	2	2
7,300 SF Retail	1,267	21	13	54	58	1,768	83	76
6,400 SF Restaurant	576	4	1	32	16	564	41	28
40 RM Bed & Breakfast	360	10	17	14	13	335	21	26
3,000 SF Day Spa	72	0	0	8	5	103	7	6
Civic Center Project								
57,000 SF Police/Fire Facility								
17,900 SF Library Addition	417	0	0	27	28	378	27	28
Subtotal	2,874	56	34	150	193	3,182	181	166
Less "Internal" & "Walk-in" Trips								
Retail (Based on Other Uses)*	184	3	1	9	7	233	12	14
Restaurant 15%	86	1	0	5	2	85	6	4
Library Addition 10%	42	0	0	3	3	38	3	3
Subtotal	312	4	1	17	12	356	21	17
PROJECT DRIVEWAY TRIPS	2,562	52	33	133	181	2,826	160	149
Less "Pass-by" Trips								
Retail 25%	271	5	3	11	13	384	18	16
Restaurant 10%	49	0	0	3	1	48	4	2
Library Addition 10%	38	0	0	2	3	34	2	3
Subtotal	358	5	3	16	17	466	24	22
NET PROJECT TRIPS	2,204	47	30	117	164	2,360	136	127

\* It is estimated that approximately 20% of retail patrons will be on the site for primary reasons other than patronizing retail establishments







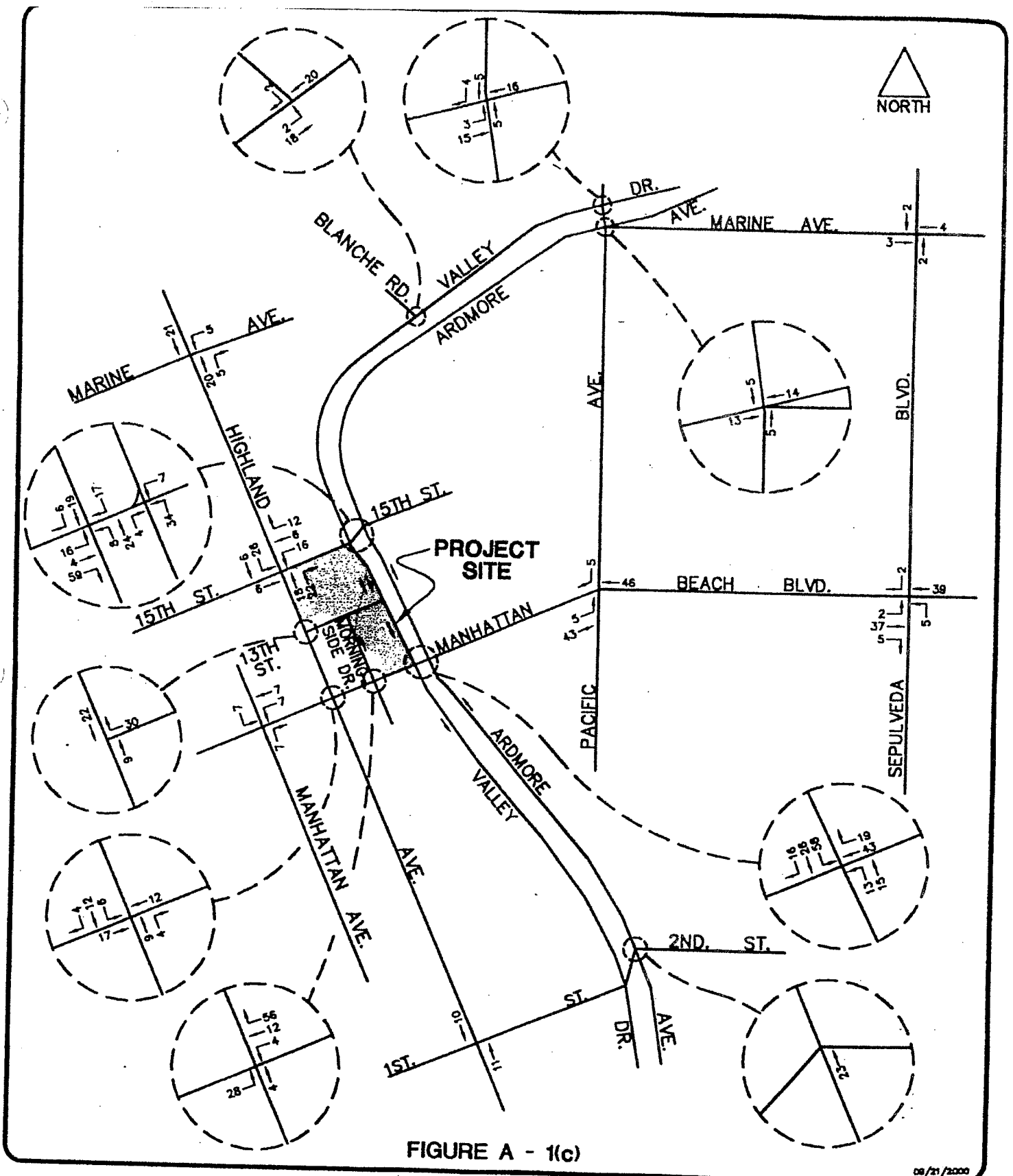
**PROJECT VOLUMES ONLY  
MIXED-USE ALTERNATIVE  
PM PEAK HOUR**

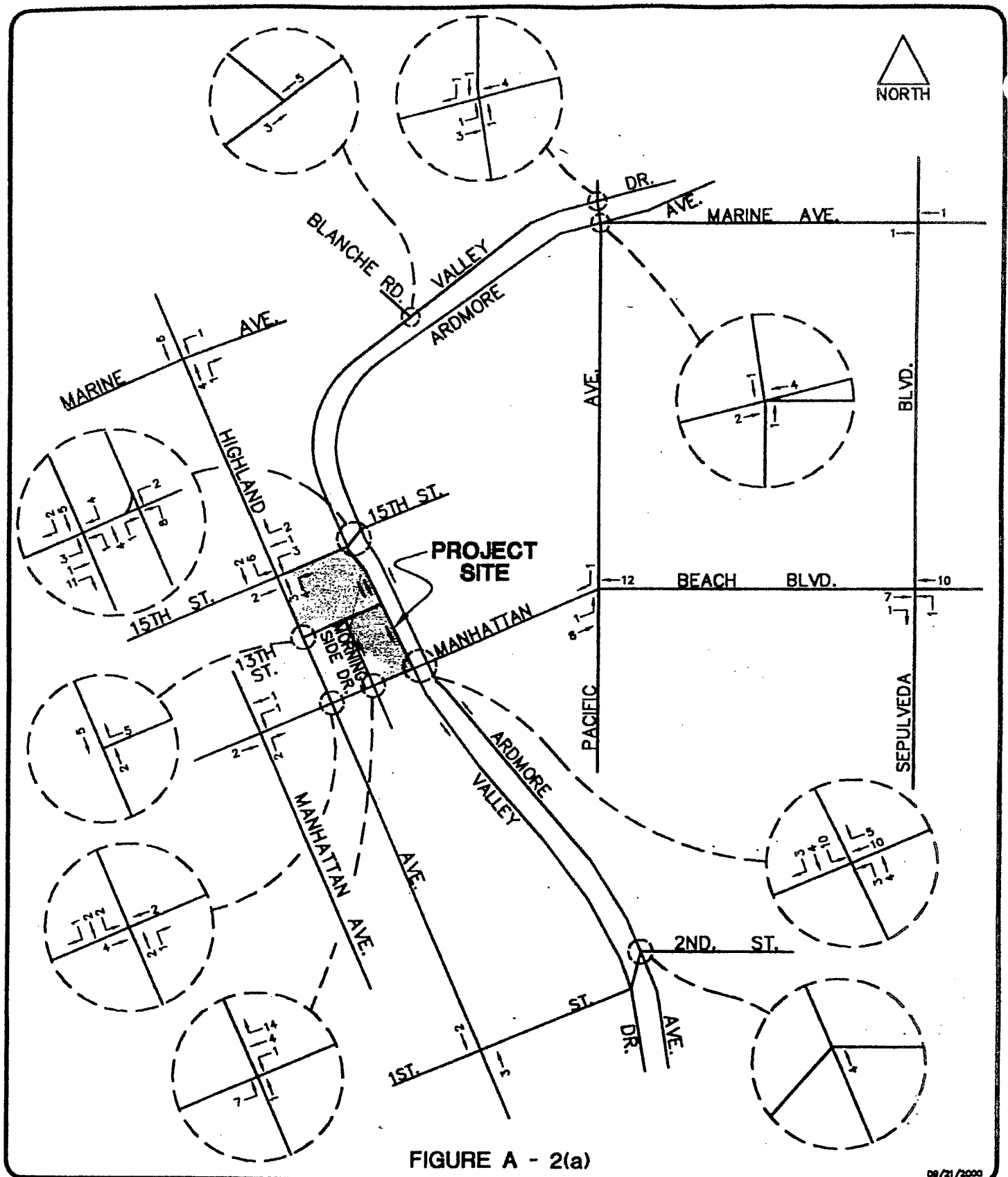


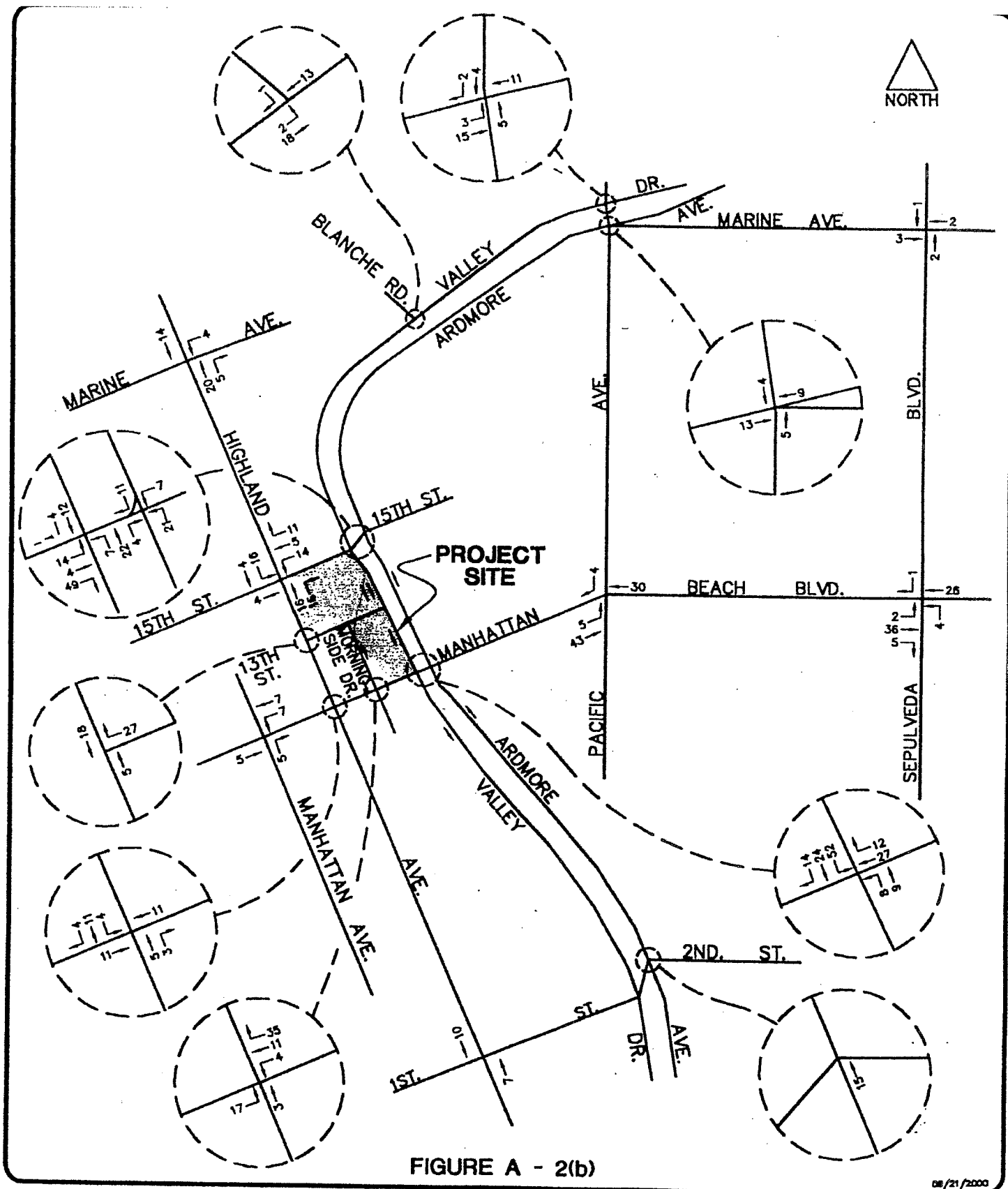
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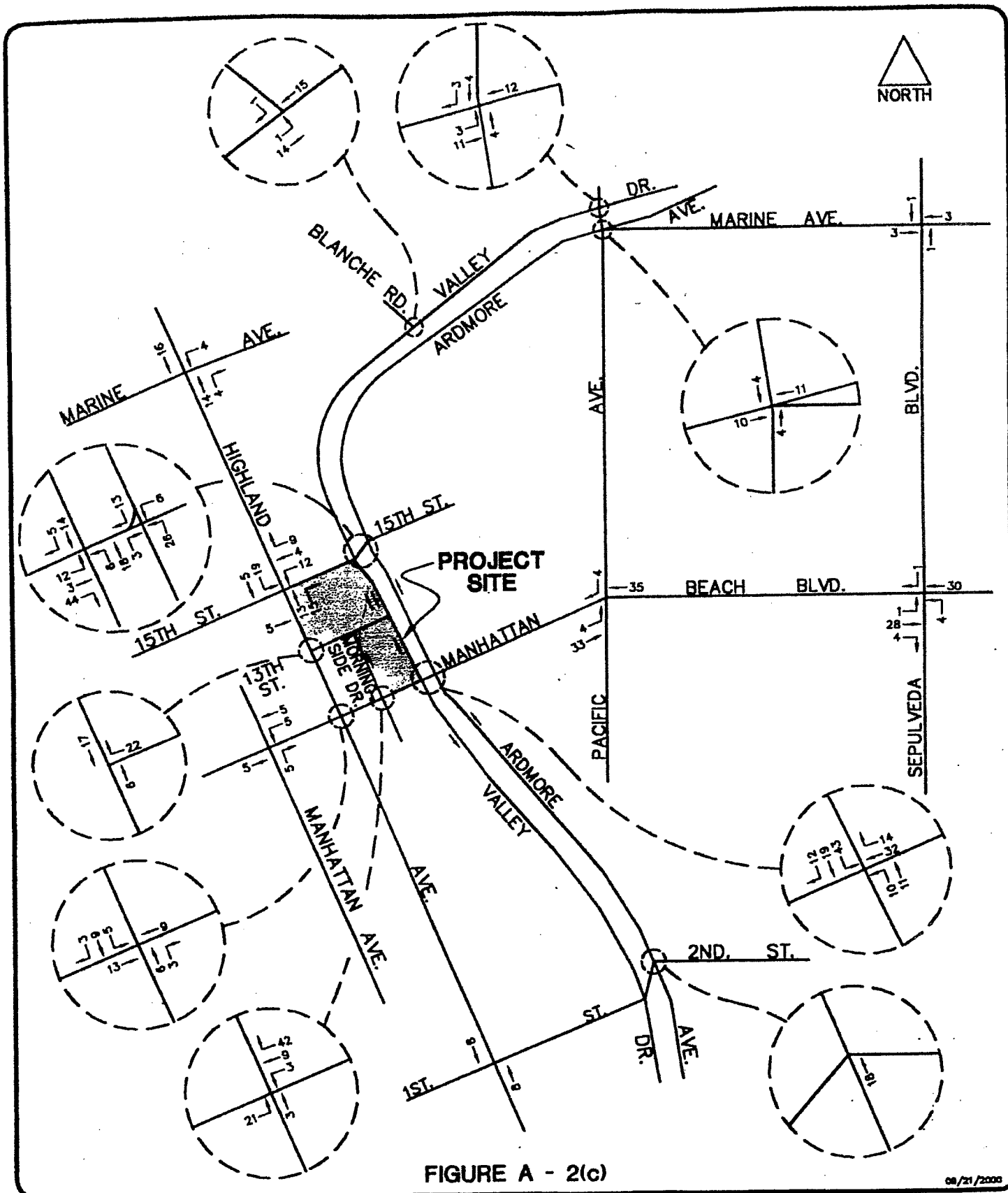
**PROJECT VOLUMES ONLY  
REDUCED DENSITY ALTERNATIVE  
PM PEAK HOUR**



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**PROJECT VOLUMES ONLY  
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WEEKEND PEAK HOUR**



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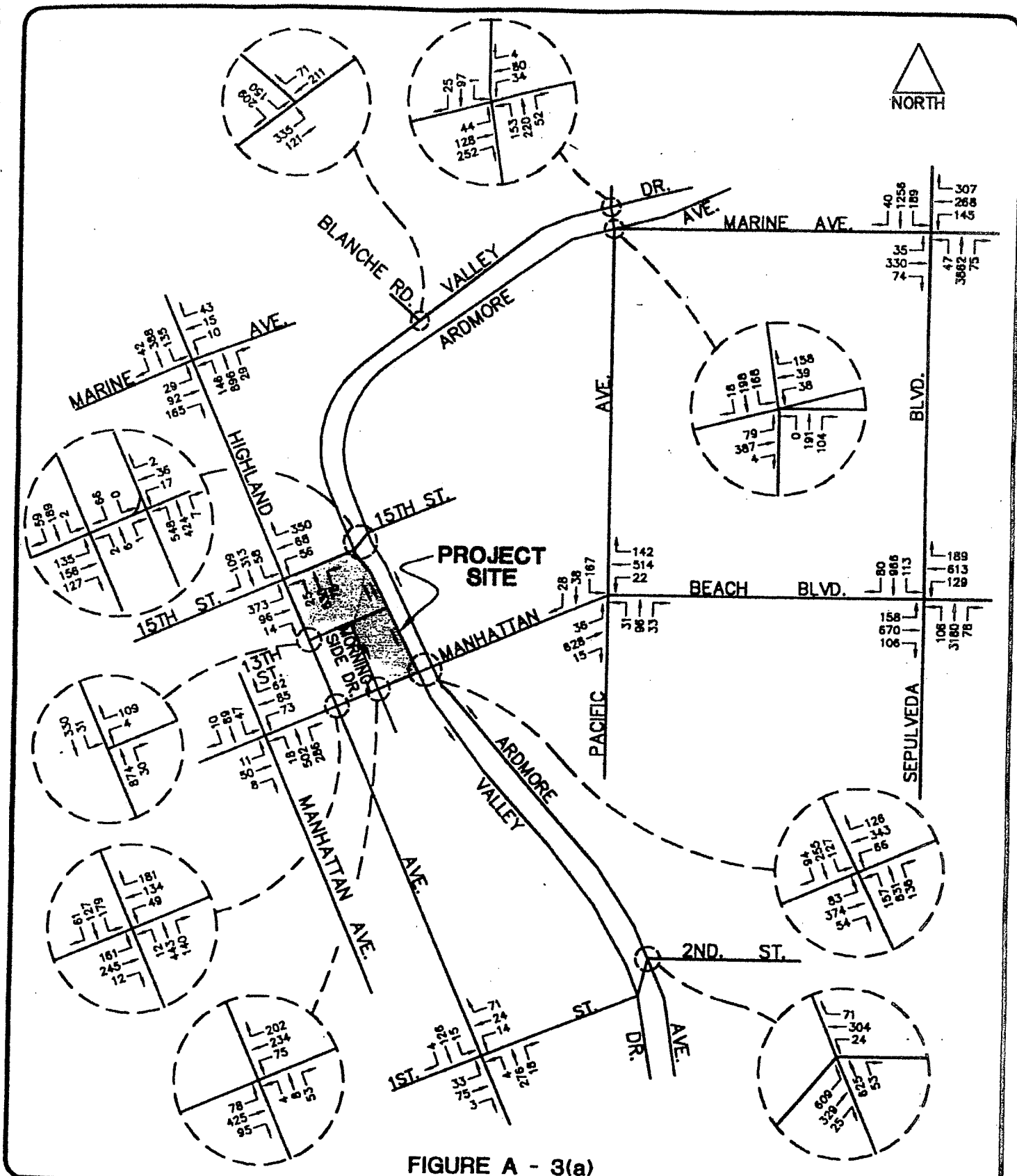
The traffic generating characteristics of the project alternatives was calculated using the methodology presented in the main text of this report. As shown in Table A-1, the Mixed-Use Alternative project would result in 3,122 net new weekday trips, with 100 inbound and 41 outbound trips during the AM peak hour, and 145 inbound and 212 outbound trips during the PM peak hours. During weekends, the project would generate an additional 3,164 daily trips, with approximately 178 inbound and 166 outbound trips during Saturday and Sunday peak hours.

The Reduced Density Alternative, as shown in Table A-2, would result in 2,204 net new weekday trips, with 47 inbound and 30 outbound trips during the AM peak hour, and 117 inbound and 164 outbound trips during the PM peak hours. During weekends, the project would generate an additional 2,360 daily trips, with approximately 136 inbound and 127 outbound trips during Saturday and Sunday peak hours.

Future (2005) traffic volumes with the Mixed-Use Alternative are shown in Figures A-3(a) and A-3(b) for winter weekdays, Figures A-4(a) and A-4(b) for summer weekdays, and Figures A-5(a) and A-5(b) for summer Saturdays and Sundays.

Future (2005) traffic volumes with the Reduced Density Alternative are shown in Figures A-6(a) and A-6(b) for winter weekdays, Figures A-7(a) and A-7(b) for summer weekdays, and Figures A-8(a) and A-8(b) for summer Saturdays and Sundays.

The impacts of these alternative developments are shown in Tables A-3 (a), (b), and (c) for the Mixed-Use Alternative during winter weekdays, summer weekdays and summer weekends and Tables A-4 (a), (b), and (c) for the Reduced Density Alternative during winter weekdays, summer weekdays and summer weekends.



**FIGURE A - 3(a)**

08/21/2000

METLON\AM2005NP\ALT1.Dwg

**FUTURE (2005) TRAFFIC VOLUMES  
WITH MIXED-USE ALTERNATIVE  
WINTER WEEKDAY AM PEAK HOUR**

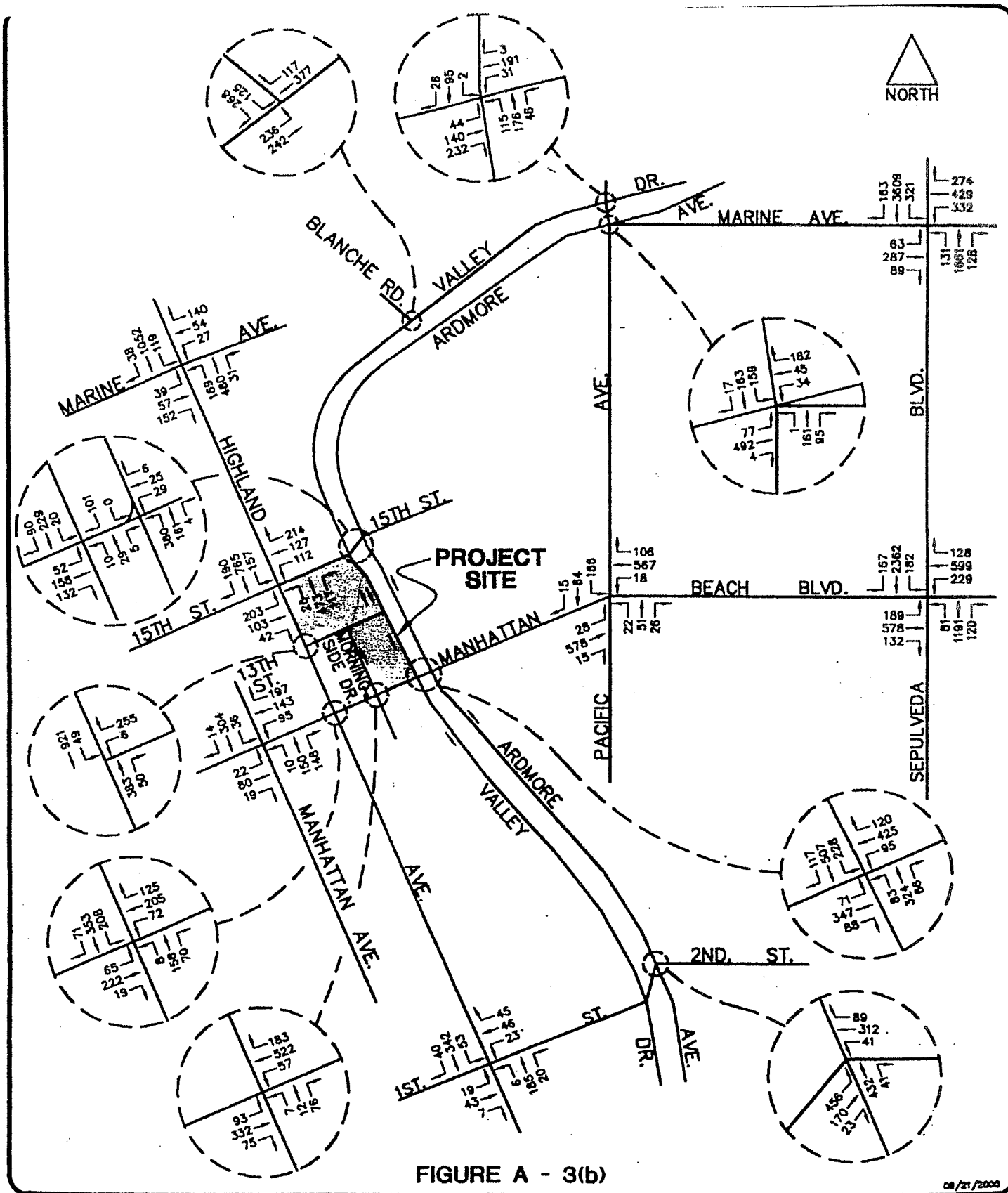


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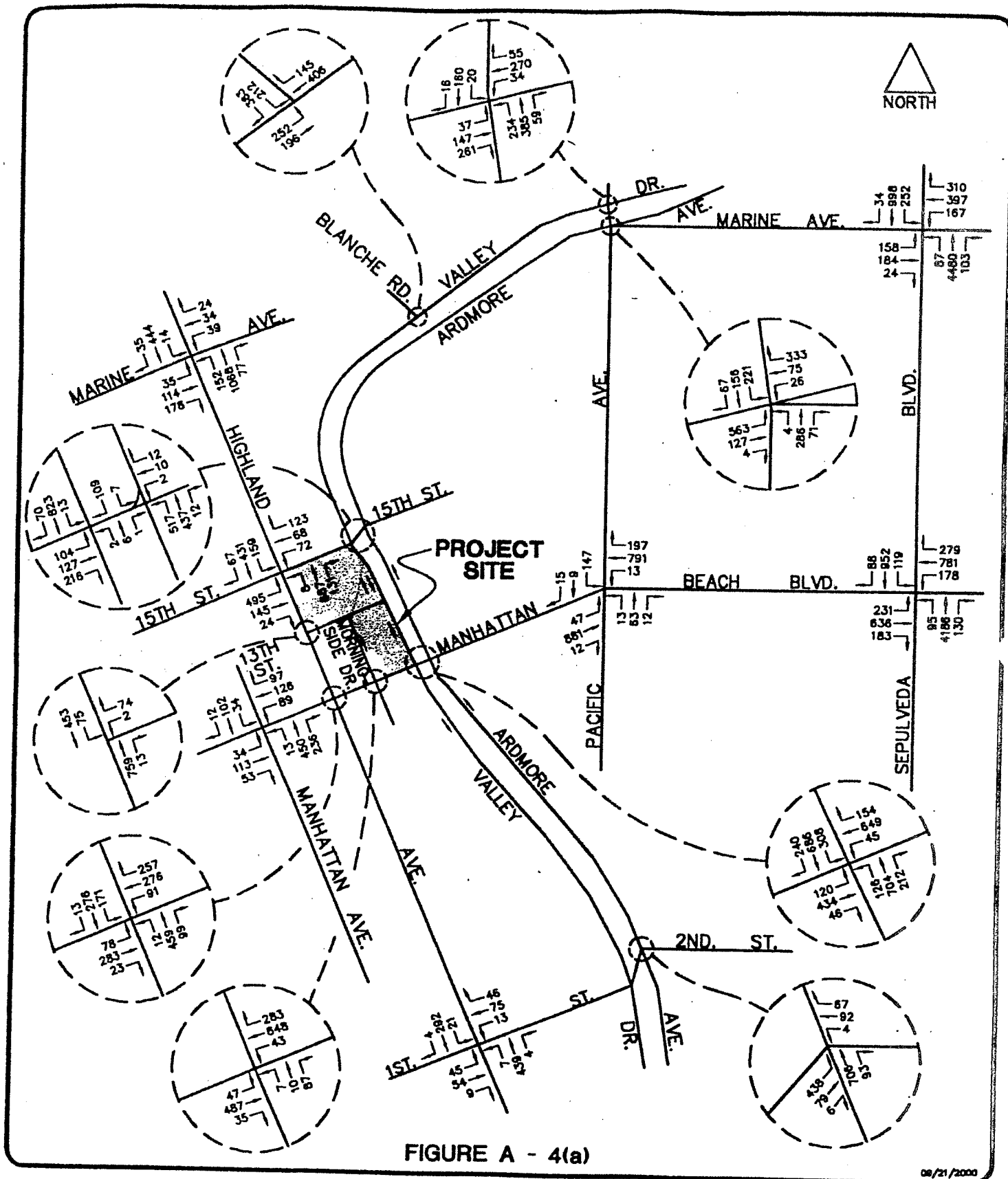
**FUTURE (2005) TRAFFIC VOLUMES  
WITH MIXED-USE ALTERNATIVE  
WINTER WEEKDAY PM PEAK HOUR**



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**FUTURE (2005) TRAFFIC VOLUMES  
WITH MIXED-USE ALTERNATIVE  
SUMMER WEEKDAY AM PEAK HOUR**



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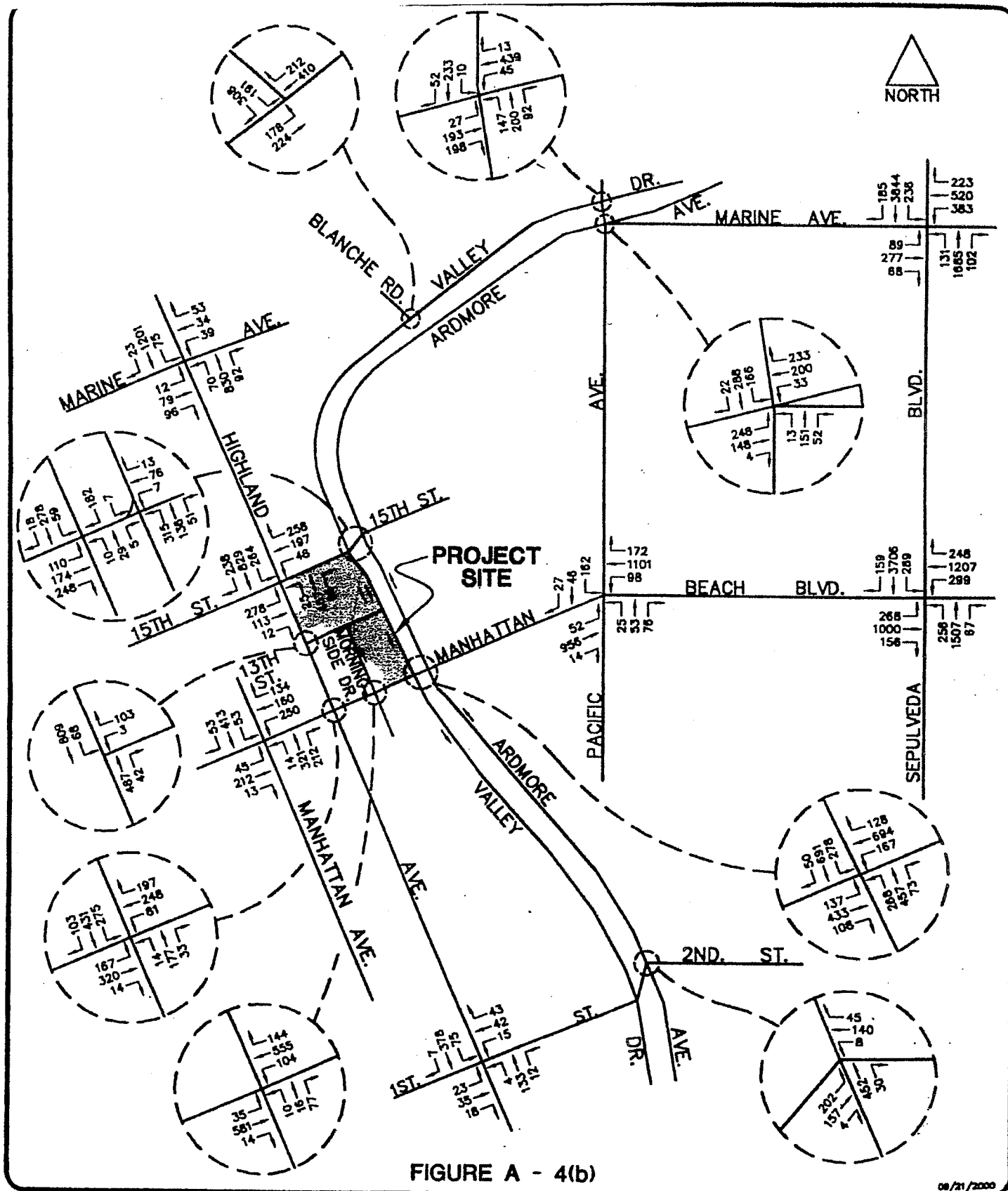


FIGURE A - 4(b)

08/21/2000

ME:\LOR\BUMP\2005\PA\T1.Dwg

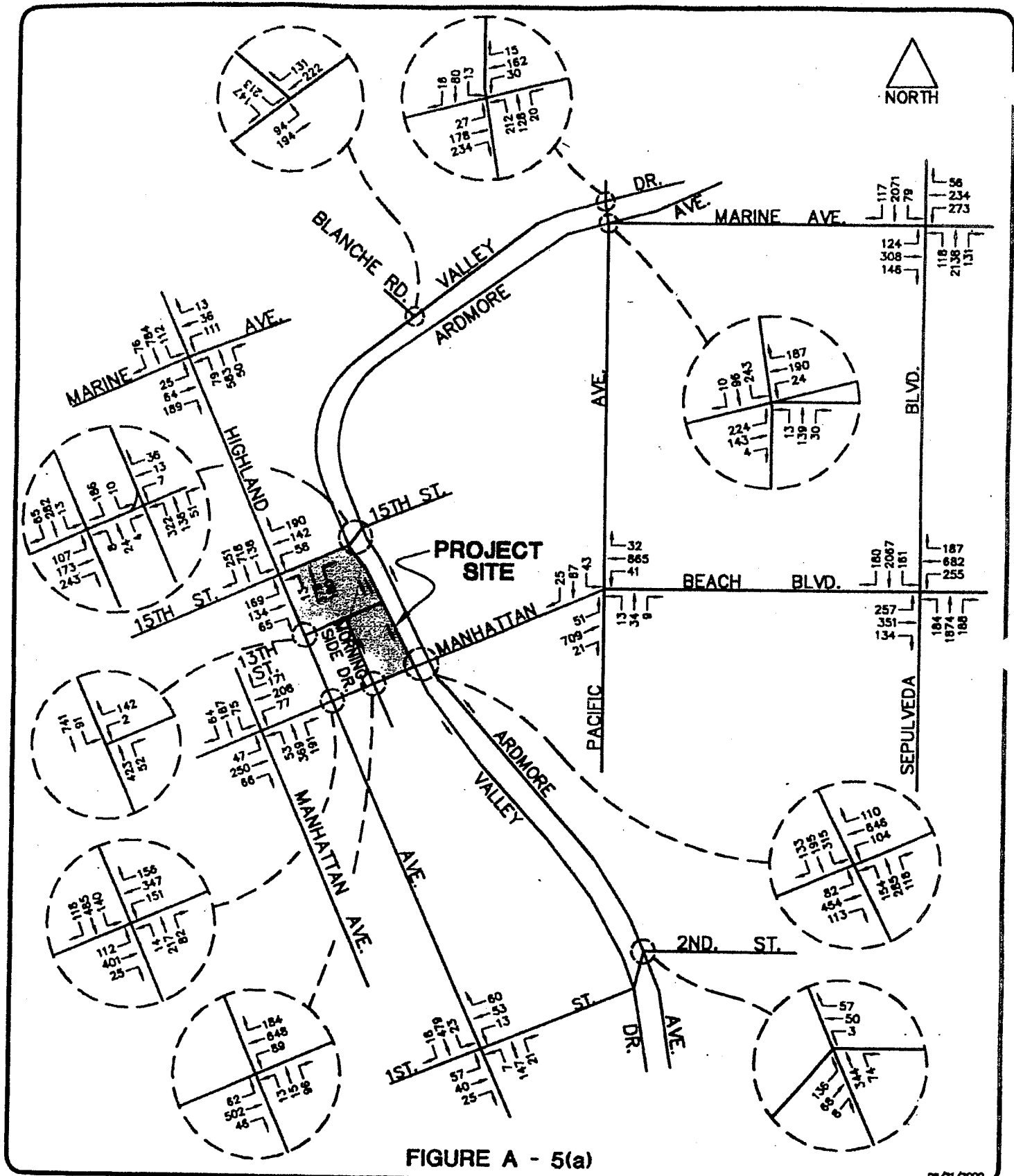
**FUTURE (2005) TRAFFIC VOLUMES  
WITH MIXED-USE ALTERNATIVE  
SUMMER WEEKDAY PM PEAK HOUR**



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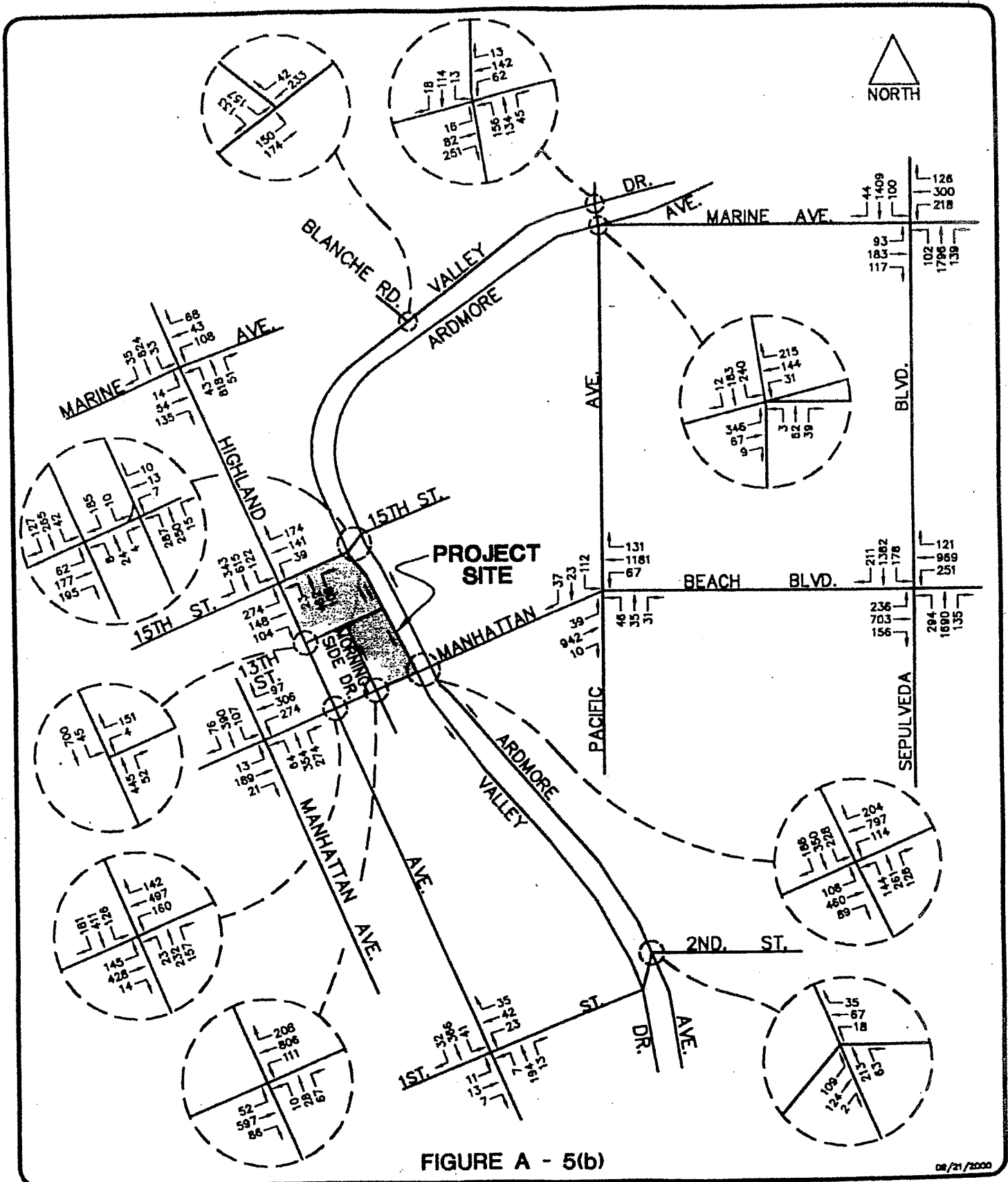
**FUTURE (2005) TRAFFIC VOLUMES  
WITH MIXED-USE ALTERNATIVE  
SUMMER SATURDAY PEAK HOUR**



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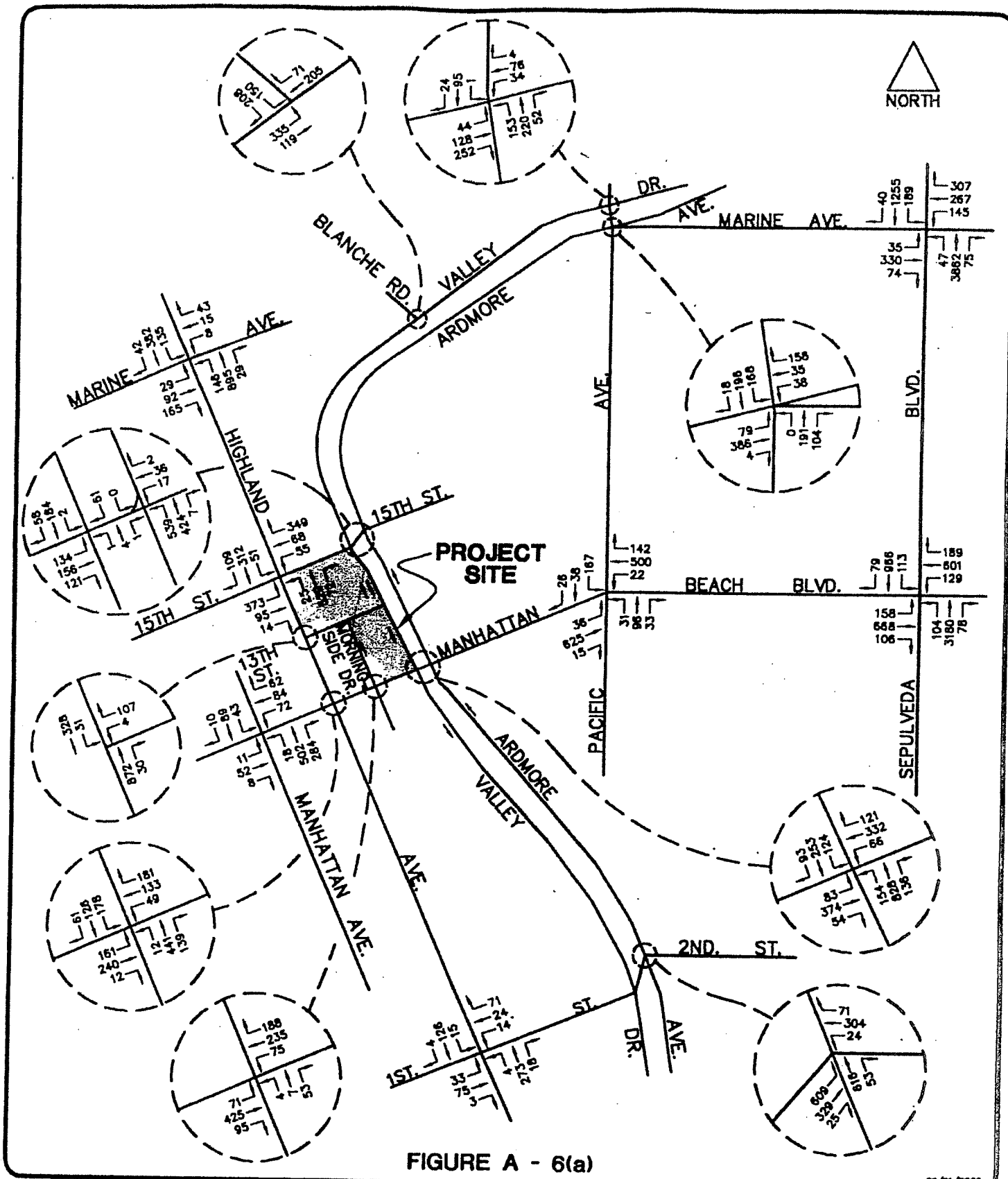
**FUTURE (2005) TRAFFIC VOLUMES  
WITH MIXED-USE ALTERNATIVE  
SUMMER SUNDAY PEAK HOUR**



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**FUTURE (2005) TRAFFIC VOLUMES  
WITH REDUCED DENSITY ALTERNATIVE  
WINTER WEEKDAY AM PEAK HOUR**



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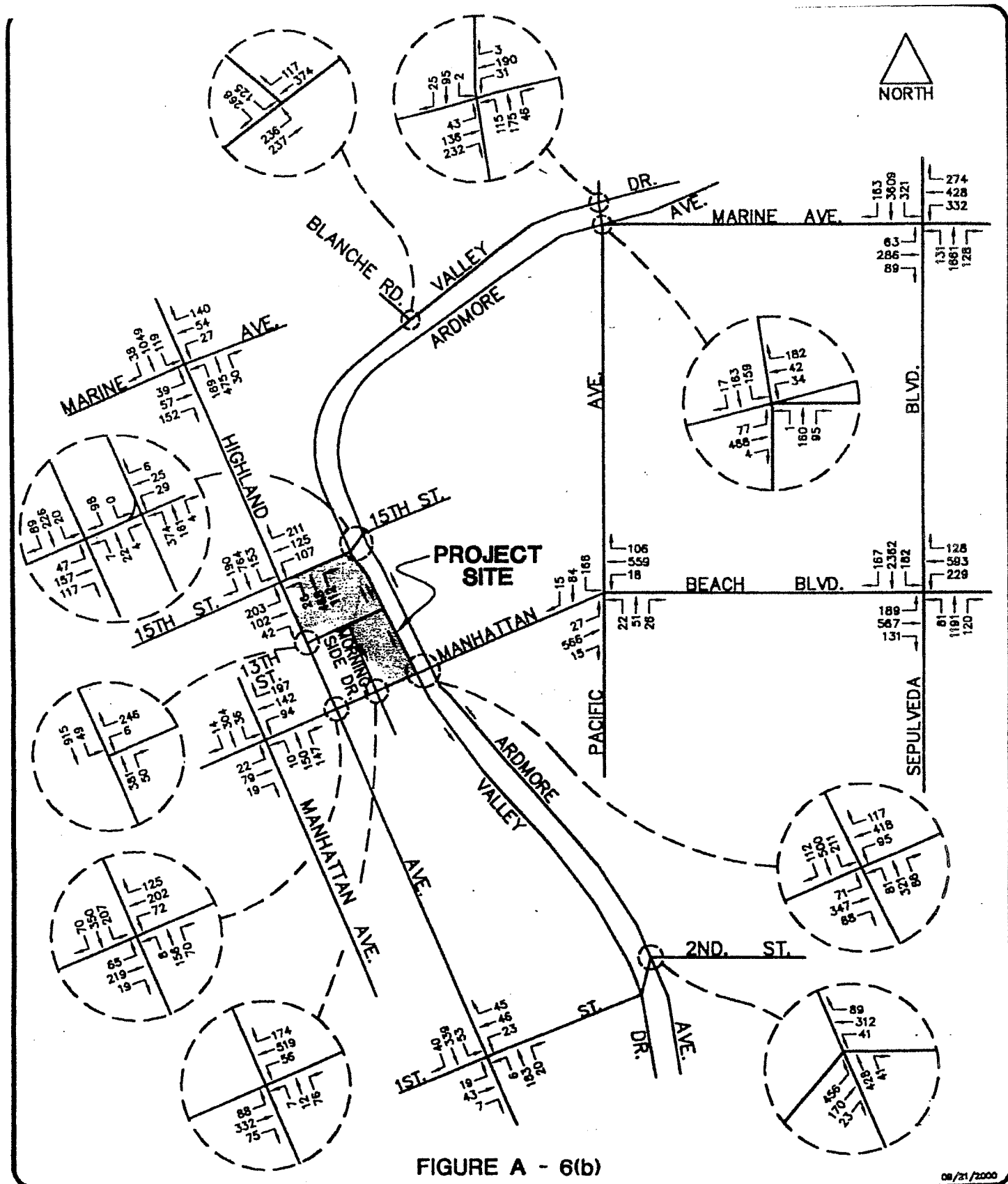


FIGURE A - 6(b)

08/21/2000

MELOX\PM2005NPAL2.Dwg

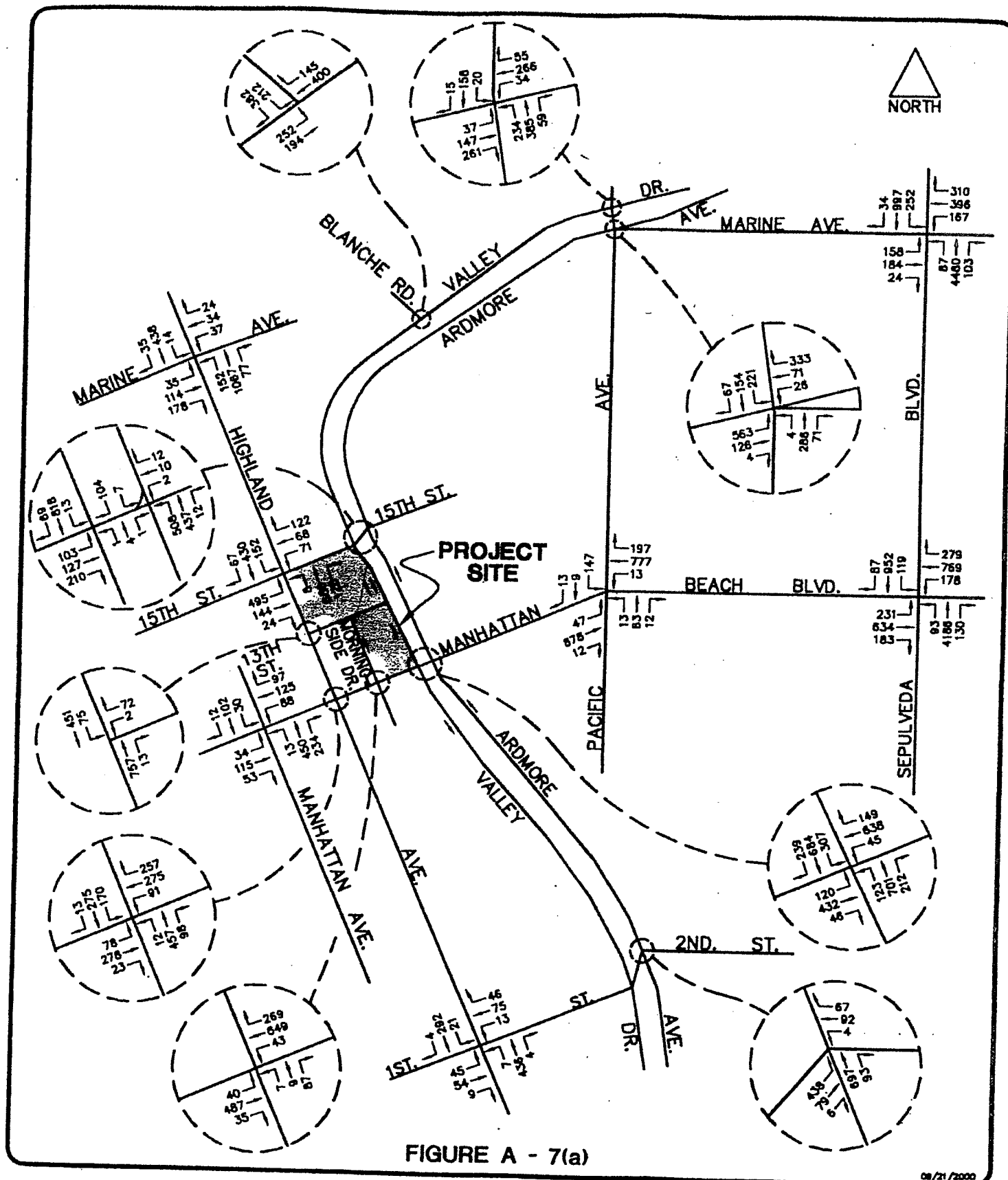
**FUTURE (2005) TRAFFIC VOLUMES  
WITH REDUCED DENSITY ALTERNATIVE  
WINTER WEEKDAY PM PEAK HOUR**



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**FUTURE (2005) TRAFFIC VOLUMES  
WITH REDUCED DENSITY ALTERNATIVE  
SUMMER WEEKDAY AM PEAK HOUR**

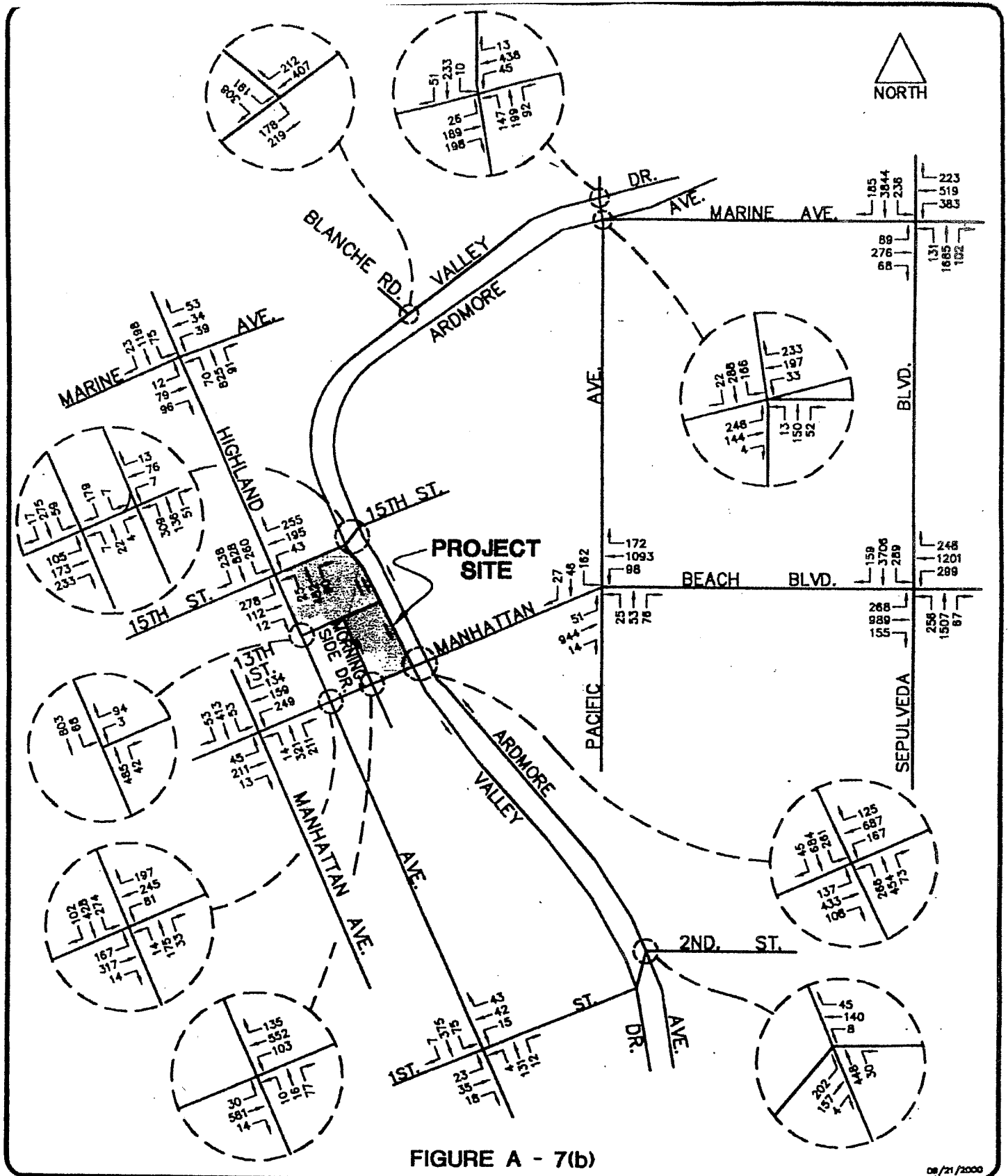


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**FUTURE (2005) TRAFFIC VOLUMES  
WITH REDUCED DENSITY ALTERNATIVE  
SUMMER WEEKDAY PM PEAK HOUR**



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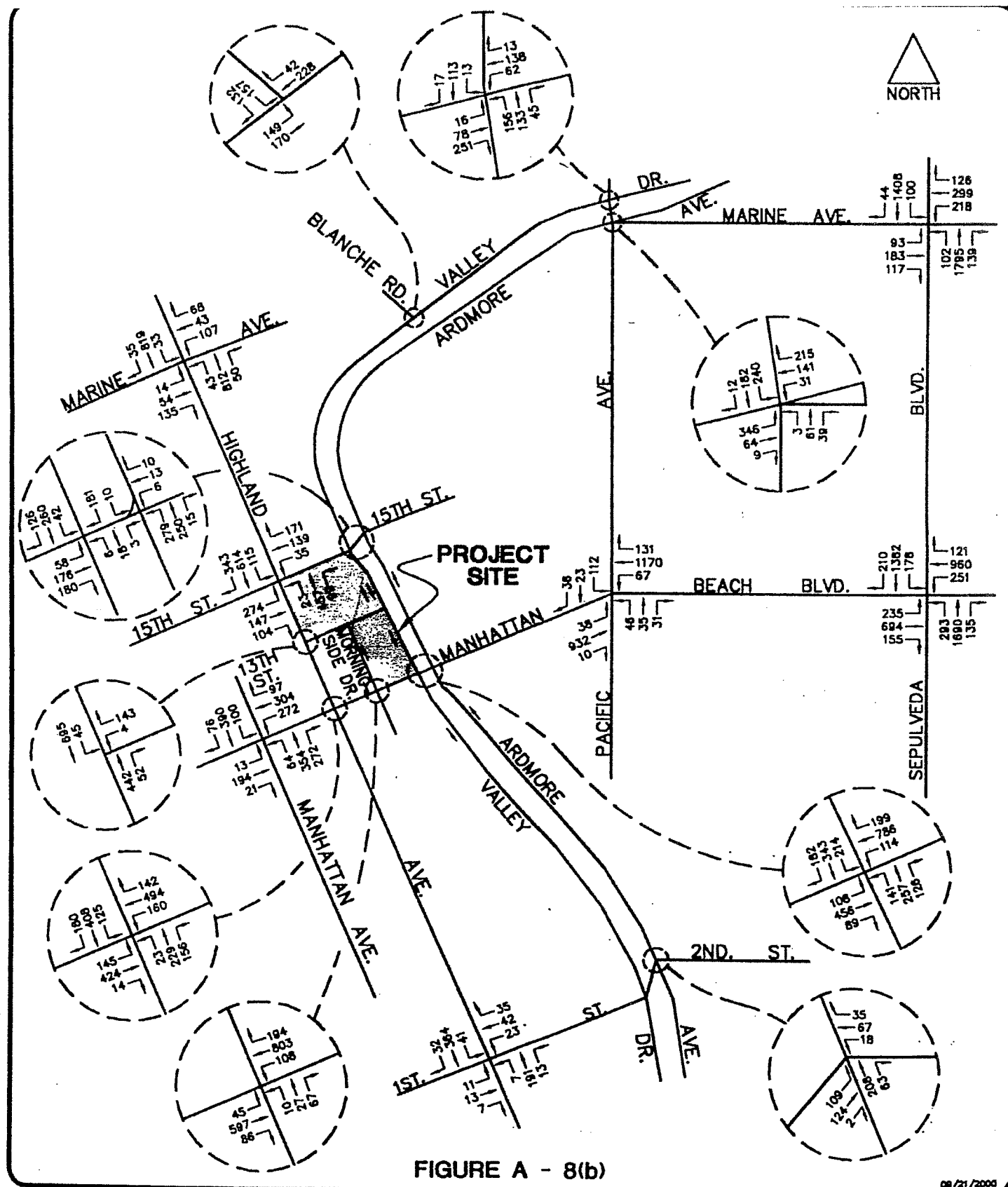


FIGURE A - 8(b)

08/21/2000

WETLON\2005\WPA12.Dwg

**FUTURE (2005) TRAFFIC VOLUMES  
WITH REDUCED DENSITY ALTERNATIVE  
SUMMER SUNDAY PEAK HOUR**



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**Table A - 3(a)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Mixed-Use Alternative**  
**Winter Weekdays**

No	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Marine Ave. & Highland & Ave.	AM	0.898	D	0.904	E	0.006
		PM	1.009	F	1.023	F	0.014
2.	Valley Drive & Blanche Road	AM	0.803	D	0.813	D	0.010
		PM	0.920	E	0.936	E	0.016
3.	Valley Drive & Pacific Ave.	AM	0.604	B	0.612	B	0.008
		PM	0.546	A	0.571	A	0.025
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	AM	0.517	A	0.525	A	0.008
		PM	0.509	A	0.521	A	0.012
5.	Marine Ave. & Sepulveda Blvd.	AM	1.820	F	1.821	F	0.001
		PM	1.368	F	1.371	F	0.003
6.	Highland Ave. & 15th Street	AM	0.953	E	0.968	E	0.015
		PM	1.052	F	1.070	F	0.018
7.	15th Street & Valley Drive/Ardmore Ave.	AM	0.613	B	0.644	B	0.031
		PM	0.456	A	0.574	A	0.091
8.	Highland & Ave. & 13th Street	AM	0.864	D	0.873	D	0.009
		PM	0.976	E	1.026	F	0.050*
9.	Manhattan Beach Blvd. & Manhattan Ave.	AM	0.655	B	0.662	B	0.007
		PM	0.455	A	0.464	A	0.009
10.	Manhattan Beach Blvd. & Highland Ave.	AM	0.817	D	0.825	D	0.008
		PM	0.535	A	0.554	A	0.019
11.	Manhattan Beach Blvd. & Morningside Drive	AM	0.528	A	0.536	A	0.008
		PM	0.574	A	0.639	B	0.065
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave	AM	0.703	C	0.715	C	0.012
		PM	0.559	A	0.644	B	0.085
13.	Manhattan Beach Blvd. & Pacific Ave.	AM	0.475	A	0.481	A	0.006
		PM	0.389	A	0.415	A	0.026
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.169	F	1.172	F	0.003
		PM	1.029	F	1.049	F	0.020*
15.	Highland Ave. & 1st Street	AM	0.374	A	0.379	A	0.005
		PM	0.468	A	0.478	A	0.010
16.	Ardmore Ave. & 2nd Street	AM	1.177	F	1.188	F	0.011
		PM	0.917	E	0.932	E	0.015

\* Denotes significant impact

**Table A – 3(b)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Mixed-Use Alternative**  
**Summer Weekdays**

<u>No</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Marine Ave. & Highland Ave.	AM	1.011	F	1.017	F	0.006
		PM	0.999	E	1.013	F	0.014
2.	Valley Drive & Blanche Road	AM	1.155	F	1.165	F	0.010
		PM	1.067	F	1.083	F	0.016
3.	Valley Drive & Pacific Ave.	AM	0.750	C	0.757	C	0.007
		PM	0.786	C	0.804	D	0.019
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	AM	1.158	F	1.165	F	0.007
		PM	0.851	D	0.863	D	0.012
5.	Marine Ave. & Sepulveda Blvd.	AM	2.137	F	2.138	F	0.001
		PM	1.451	F	1.454	F	0.013
6.	Highland Ave. & 15th Street	AM	1.060	F	1.075	F	0.015
		PM	1.262	F	1.281	F	0.019
7.	15th Street & Valley Drive/Ardmore Ave.	AM	0.815	D	0.847	D	0.032
		PM	0.564	A	0.647	B	0.083
8.	Highland Ave. & 13th Street	AM	0.760	C	0.769	C	0.009
		PM	0.769	C	0.819	D	0.050
9.	Manhattan Beach Blvd. & Manhattan Ave.	AM	0.645	B	0.651	B	0.006
		PM	0.694	B	0.707	C	0.013
10.	Manhattan Beach Blvd. & Highland Ave.	AM	0.885	D	0.893	D	0.008
		PM	0.751	C	0.773	C	0.022
11.	Manhattan Beach Blvd. & Morningside Drive	AM	0.720	C	0.702	C	-0.018
		PM	0.741	C	0.686	B	-0.055
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	AM	0.973	E	1.039	F	0.066*
		PM	1.003	F	1.051	F	0.048*
13.	Manhattan Beach Blvd. & Pacific Ave.	AM	0.527	A	0.535	A	0.008
		PM	0.745	C	0.771	C	0.026
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.538	F	1.545	F	0.007
		PM	1.741	F	1.757	F	0.016
15.	Highland Ave. & 1st Street	AM	0.537	A	0.542	A	0.005
		PM	0.478	A	0.489	A	0.012
16.	Ardmore Ave. & 2nd Street	AM	0.988	E	0.998	E	0.010
		PM	0.680	B	0.696	B	0.016

\* Denotes significant impact

**Table A - 3(c)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Mixed-Use Alternative**  
**Summer Weekends**

<u>No</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Marine Ave. & Highland Ave.	SAT	0.868	D	0.885	D	0.017
		SUN	0.791	C	0.809	D	0.018
2.	Valley Drive & Blanche Road	SAT	0.653	B	0.672	B	0.019
		SUN	0.576	A	0.596	A	0.020
3.	Valley Drive & Pacific Ave.	SAT	0.636	B	0.658	B	0.022
		SUN	0.571	A	0.593	A	0.022
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	SAT	0.785	C	0.799	C	0.014
		SUN	0.843	D	0.857	D	0.014
5.	Marine Ave. & Sepulveda Blvd.	SAT	1.211	F	1.213	F	0.002
		SUN	0.979	E	0.982	E	0.003
6.	Highland Ave. & 15th Street	SAT	1.024	F	1.041	F	0.017
		SUN	1.085	F	1.102	F	0.017
7.	15th Street & Valley Drive/Ardmore Ave.	SAT	0.522	A	0.607	B	0.085
		SUN	0.465	A	0.540	A	0.075
8.	Highland Ave. & 13th Street	SAT	0.770	C	0.813	D	0.043
		SUN	0.707	C	0.750	C	0.043
9.	Manhattan Beach Blvd. & Manhattan Ave.	SAT	0.693	B	0.707	C	0.014
		SUN	0.799	C	0.813	D	0.014
10.	Manhattan Beach Blvd. & Highland Ave.	SAT	0.803	D	0.821	D	0.018
		SUN	0.914	E	0.933	E	0.019
11.	Manhattan Beach Blvd. & Morningside Drive	SAT	0.741	C	0.769	C	0.028
		SUN	0.833	D	0.895	D	0.062
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	SAT	0.706	C	0.862	D	0.156
		SUN	0.836	D	0.919	E	0.083*
13.	Manhattan Beach Blvd. & Pacific Ave.	SAT	0.446	A	0.471	A	0.025
		SUN	0.652	B	0.675	B	0.023
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	SAT	1.094	F	1.113	F	0.019
		SUN	1.104	F	1.124	F	0.020*
15.	Highland Ave. & 1st Street	SAT	0.583	A	0.591	A	0.008
		SUN	0.456	A	0.464	A	0.008
16.	Ardmore Ave. & 2nd Street	SAT	0.476	A	0.495	A	0.019
		SUN	0.378	A	0.397	A	0.019

\* Denotes significant impact

**Table A – 4 (a)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Reduced Density Alternative**  
**Winter Weekdays**

<u>No</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Marine Ave. & Highland & Ave.	AM	0.898	D	0.902	E	0.004
		PM	1.009	F	1.021	F	0.012
2.	Valley Drive & Blanche Road	AM	0.803	D	0.807	D	0.004
		PM	0.920	E	0.933	E	0.013
3.	Valley Drive & Pacific Ave.	AM	0.604	B	0.609	B	0.005
		PM	0.546	A	0.566	A	0.020
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	AM	0.517	A	0.522	A	0.005
		PM	0.509	A	0.518	A	0.009
5.	Marine Ave. & Sepulveda Blvd.	AM	1.820	F	1.821	F	0.001
		PM	1.368	F	1.370	F	0.002
6.	Highland Ave. & 15th Street	AM	0.953	E	0.961	E	0.008
		PM	1.052	F	1.066	F	0.014
7.	15th Street & Valley Drive/Ardmore Ave.	AM	0.613	B	0.632	B	0.019
		PM	0.456	A	0.526	A	0.070
8.	Highland & Ave. & 13th Street	AM	0.864	D	0.870	D	0.006
		PM	0.976	E	1.013	F	0.037*
9.	Manhattan Beach Blvd. & Manhattan Ave.	AM	0.655	B	0.657	B	0.002
		PM	0.455	A	0.463	A	0.008
10.	Manhattan Beach Blvd. & Highland Ave.	AM	0.817	D	0.822	D	0.005
		PM	0.535	A	0.550	A	0.015
11.	Manhattan Beach Blvd. & Morningside Drive	AM	0.528	A	0.529	A	0.001
		PM	0.574	A	0.632	B	0.058
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	AM	0.703	C	0.711	C	0.008
		PM	0.559	A	0.625	B	0.066
13.	Manhattan Beach Blvd. & Pacific Ave.	AM	0.475	A	0.479	A	0.004
		PM	0.389	A	0.410	A	0.021
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.169	F	1.172	F	0.003
		PM	1.029	F	1.045	F	0.016
15.	Highland Ave. & 1st Street	AM	0.374	A	0.377	A	0.003
		PM	0.467	A	0.475	A	0.008
16.	Ardmore Ave. & 2nd Street	AM	1.177	F	1.180	F	0.003
		PM	0.917	E	0.929	E	0.012

\* Denotes significant impact

**Table A - 4(b)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Reduced Density Alternative**  
**Summer Weekdays**

No	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Marine Ave. & Highland Ave.	AM	1.011	F	1.015	F	0.004
		PM	0.999	E	1.011	F	0.012
2.	Valley Drive & Blanche Road	AM	1.155	F	1.159	F	0.004
		PM	1.067	F	1.080	F	0.013
3.	Valley Drive & Pacific Ave.	AM	0.750	C	0.755	C	0.005
		PM	0.785	C	0.802	D	0.017
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	AM	1.158	F	1.162	F	0.004
		PM	0.851	D	0.861	D	0.010
5.	Marine Ave. & Sepulveda Blvd.	AM	2.137	F	2.138	F	0.001
		PM	1.451	F	1.453	F	0.002
6.	Highland Ave. & 15th Street	AM	1.060	F	1.069	F	0.009
		PM	1.262	F	1.276	F	0.014
7.	15th Street & Valley Drive/Ardmore Ave.	AM	0.815	D	0.834	D	0.019
		PM	0.564	A	0.629	B	0.065
8.	Highland Ave. & 13th Street	AM	0.760	C	0.766	C	0.006
		PM	0.769	C	0.807	D	0.038
9.	Manhattan Beach Blvd. & Manhattan Ave.	AM	0.645	B	0.647	B	0.002
		PM	0.694	B	0.705	C	0.011
10.	Manhattan Beach Blvd. & Highland Ave.	AM	0.885	D	0.890	D	0.005
		PM	0.751	C	0.769	C	0.018
11.	Manhattan Beach Blvd. & Morningside Drive	AM	0.720	C	0.696	B	-0.024
		PM	0.741	C	0.681	B	-0.060
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	AM	0.973	E	1.029	F	0.056*
		PM	1.003	F	1.041	F	0.038*
13.	Manhattan Beach Blvd. & Pacific Ave.	AM	0.527	A	0.533	A	0.006
		PM	0.745	C	0.765	C	0.020
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.538	F	1.541	F	0.003
		PM	1.741	F	1.754	F	0.013
15.	Highland Ave. & 1st Street	AM	0.537	A	0.538	A	0.001
		PM	0.477	A	0.487	A	0.010
16.	Ardmore Ave. & 2nd Street	AM	0.988	E	0.991	E	0.003
		PM	0.680	B	0.693	B	0.013

\* Denotes significant impact



**Table A – 4(c)**  
**Critical Movement Analysis Summary**  
**Future (2005) Conditions With and Without Reduced Density Alternative**  
**Summer Weekends**

<u>No</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
1.	Marine Ave. & Highland Ave.	SAT	0.868	D	0.881	D	0.013
		SUN	0.791	C	0.805	D	0.014
2.	Valley Drive & Blanche Road	SAT	0.653	B	0.667	B	0.014
		SUN	0.576	A	0.590	A	0.014
3.	Valley Drive & Pacific Ave.	SAT	0.636	B	0.653	B	0.017
		SUN	0.571	A	0.588	A	0.017
4.	Ardmore Ave./Marine Ave. & Pacific Ave.	SAT	0.785	C	0.796	C	0.011
		SUN	0.843	D	0.854	D	0.011
5.	Marine Ave. & Sepulveda Blvd.	SAT	1.211	F	1.213	F	0.002
		SUN	0.979	E	0.982	E	0.003
6.	Highland Ave. & 15th Street	SAT	1.024	F	1.036	F	0.012
		SUN	1.085	F	1.098	F	0.013
7.	15th Street & Valley Drive/Ardmore Ave.	SAT	0.522	A	0.587	A	0.065
		SUN	0.465	A	0.520	A	0.055
8.	Highland Ave. & 13th Street	SAT	0.770	C	0.802	D	0.032
		SUN	0.707	C	0.739	C	0.032
9.	Manhattan Beach Blvd. & Manhattan Ave.	SAT	0.693	B	0.700	B	0.007
		SUN	0.799	C	0.809	D	0.010
10.	Manhattan Beach Blvd. & Highland Ave.	SAT	0.803	D	0.817	D	0.014
		SUN	0.914	E	0.928	E	0.014
11.	Manhattan Beach Blvd. & Morningside Drive	SAT	0.741	C	0.759	C	0.018
		SUN	0.833	D	0.883	D	0.050
12.	Manhattan Beach Blvd. & Valley Drive/Ardmore Ave.	SAT	0.706	C	0.841	D	0.135
		SUN	0.836	D	0.899	D	0.063
13.	Manhattan Beach Blvd. & Pacific Ave.	SAT	0.446	A	0.465	A	0.019
		SUN	0.652	B	0.670	B	0.018
14.	Manhattan Beach Blvd. & Sepulveda Blvd.	SAT	1.094	F	1.108	F	0.014
		SUN	1.104	F	1.119	F	0.015
15.	Highland Ave. & 1st Street	SAT	0.583	A	0.589	A	0.006
		SUN	0.456	A	0.463	A	0.007
16.	Ardmore Ave. & 2nd Street	SAT	0.476	A	0.491	A	0.015
		SUN	0.378	A	0.392	A	0.014

\* Denotes significant impact

As shown in Tables A – 3(a, b & c), the Mixed-Use alternative could result in the following significant intersection impacts:

- o Highland Avenue and 13th Street (Winter PM Peak Hour)
- o Manhattan Beach Boulevard and Valley Drive/ Ardmore Avenue (Summer AM & PM Peak Hours and Summer Sunday Peak Hours)
- o Manhattan Beach Boulevard and Sepulveda Boulevard (Winter PM and Summer Sunday Peak Hours)

The following mitigation measures are recommended to reduce the impacts of the Mixed-Use Alternative:

- o Highland Avenue & 13th Street - Install a two phase signal at this intersection if warranted based on actual traffic counts taken after development of this alternative. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts. This restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13<sup>th</sup> Street to a one-way eastbound scheme is another option. However, secondary impacts at other intersections from these restrictions would arise.
- o Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. - Install a dual southbound left-turn lane at this intersection at such a time that two left-turn lanes are warranted based on actual traffic counts.
- o Manhattan Beach Blvd. & Sepulveda Blvd. - Contribute to the installation of dual left-turn lanes in the northbound and eastbound directions.

An evaluation of these mitigation measures was performed to determine their effectiveness, as shown in Table A – 5. After the implementation of feasible mitigation, a significant impact could remain at one intersection, Manhattan Beach Boulevard at Valley Drive/Ardmore Avenue during the Summer Sunday peak hour.

**Table A - 5 (a)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Mixed-Use Alternative, Plus Mitigation Winter Weekdays**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 13 <sup>th</sup> Street	AM	0.864	D	0.873	D	0.009	0.699	B	-0.165
	PM	0.976	E	1.026	F	0.050*	0.821	D	-0.155
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	AM	0.703	C	0.715	C	0.012	0.673	B	-0.030
	PM	0.559	A	0.644	B	0.085	0.606	B	0.047
Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.169	F	1.172	F	0.003	1.172	F	0.003
	PM	1.029	F	1.049	F	0.020*	1.023	F	-0.006

**Table A - 5 (b)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Mixed-Use Alternative, Plus Mitigation Summer Weekdays**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 13 <sup>th</sup> Street	AM	0.760	C	0.769	C	0.009	0.615	B	-0.145
	PM	0.769	C	0.819	D	0.050	0.655	B	-0.114
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	AM	0.973	E	1.039	F	0.066*	0.938	E	-0.035
	PM	1.003	F	1.051	F	0.048*	1.051	F	0.048*
Manhattan Beach Blvd. & Sepulveda Blvd.	AM	1.538	F	1.545	F	0.007	1.455	F	-0.083
	PM	1.741	F	1.757	F	0.016	1.620	F	-0.121

**Table A - 5 (c)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Mixed-Use Alternative, Plus Mitigation Summer Weekends**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 13 <sup>th</sup> Street	SAT	0.770	C	0.813	D	0.043	0.651	B	-0.119
	SUN	0.707	C	0.750	C	0.043	0.600	B	-0.107
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	SAT	0.706	C	0.862	D	0.156	0.759	C	0.053
	SUN	0.836	D	0.919	E	0.083*	0.890	D	0.054
Manhattan Beach Blvd. & Sepulveda Blvd.	SAT	1.094	F	1.113	F	0.019	0.969	E	-0.125
	SUN	1.104	F	1.124	F	0.020*	0.960	E	-0.144

\*Denotes significant impact

As shown previously in Table A – 4, the Reduced Density Alternative could result in the following significant intersection impacts:

- o Highland Avenue and 13<sup>th</sup> Street (Winter PM Peak Hour)
- o Manhattan Beach Boulevard and Valley Drive/ Ardmore Avenue (Summer AM & PM Peak Hours)

The following mitigation measures are recommended to reduce the impacts of the Reduced Density Alternative:

- o Highland Avenue & 13th Street - Install a two phase signal at this intersection based on actual traffic counts after this alternative is developed. The implementation of peak-hour southbound left-turn restrictions at this intersection is another option to mitigate project impacts as. This restriction would improve traffic flow through this intersection, as it would reduce northbound through and southbound left-turn conflicts, and allow for the free flow of southbound traffic. In addition, the conversion of 13<sup>th</sup> Street to a one-way eastbound scheme is an option. However, secondary impacts at other intersections from these restrictions would arise.
- o Manhattan Beach Blvd. & Valley Drive/Ardmore Ave. - Install a dual southbound left-turn lane at this intersection at such a time that two left-turn lanes are warranted based on actual traffic counts.

An evaluation of these mitigation measures was performed to determine their effectiveness, as shown in Table A – 6. After the implementation of feasible mitigation, one significantly impacted intersection would remain, Manhattan Beach Boulevard at Valley Drive/Ardmore Avenue during the Summer PM peak hour.

**Table A - 6 (a)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Reduced Density Alternative, Plus Mitigation Winter Weekdays**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 13 <sup>th</sup> Street	AM	0.864	D	0.870	D	0.006	0.696	B	-0.168
	PM	0.976	E	1.013	F	0.037*	0.811	D	-0.165
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	AM	0.703	C	0.711	C	0.008	0.671	B	-0.032
	PM	0.559	A	0.625	B	0.066	0.596	A	0.037

**Table A - 6 (b)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Reduced Density Alternative Plus Mitigation Summer Weekdays**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 13 <sup>th</sup> Street	AM	0.760	C	0.766	C	0.006	0.613	B	-0.147
	PM	0.769	C	0.807	D	0.038	0.645	B	-0.124
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	AM	0.973	E	1.029	F	0.056*	0.929	E	-0.044
	PM	1.003	F	1.041	F	0.038*	1.041	F	0.038*

**Table A - 6 (c)**  
**Critical Movement Analysis Summary**  
**Future (2005) Traffic Conditions**  
**Without and With Reduced Density Alternative, Plus Mitigation Summer Weekends**

<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project</u>			<u>With Project Plus Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Highland Avenue & 13 <sup>th</sup> Street	SAT	0.770	C	0.802	D	0.032	0.642	B	-0.128
	SUN	0.707	C	0.739	C	0.032	0.591	B	-0.116
Manhattan Beach Blvd. & Valley Dr./Ardmore Ave.	SAT	0.706	C	0.841	D	0.135	0.743	C	0.037
	SUN	0.836	D	0.899	D	0.063	0.878	D	0.042

\*Denotes significant impact

## SHARED PARKING ANALYSIS

METLOX AND CIVIC CENTER SHARED PARKING DEMAND CALCULATIONS  
JULY PROJECT DEMAND

	SIZE	PARKING RATE	STAND-ALONE SPACES REQ'D	INTERNAL USE FACTOR	"WALK-IN" FACTOR	JULY MONTHLY USE FACTOR	ADJUST. PARKING DEMAND
OFFICE	26,411 SF	1 / 300 SF	88	0%	0%	100%	88
RETAIL	26,168 SF	5 / 1000 SF	131	10%	5%	75%	84
RESTAURANT	6,400 SF	20 / 1000 SF	128	10%	5%	100%	109
HOTEL 40 ROOMS	30,780	1 / 1 ROOM	40	0%	0%	100%	40
CIVIC CENTER	97,000 SF		306	5%	5%	100%	275
TOTALS:	186,759		693				596

WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

TIME OF DAY	OFFICE	RETAIL	RESTAURANT	INN	CIVIC CENTER	TOTAL PARKING DEMAND	MAXIMUM PARKING DEMAND
6:00 AM	3	0	0	36	138	177	511
7:00	18	2	2	28	138	188	
8:00	55	8	5	24	173	265	
9:00	82	24	11	20	256	393	
10:00	88	36	22	16	275	437	
11:00	88	58	33	14	275	468	
12:00 Noon	79	68	55	12	248	462	
1:00 PM	79	76	76	12	248	491	
2:00	85	80	65	14	267	511	
3:00	82	80	65	16	256	499	
4:00	68	72	55	20	212	427	
5:00	41	60	76	24	138	339	
6:00	20	52	98	28	138	336	
7:00	6	48	109	32	138	333	
8:00	6	44	109	36	138	333	
9:00	3	32	109	38	138	320	
10:00	3	30	98	40	138	309	
11:00	0	10	76	40	138	264	
12:00 Mid	0	0	55	40	138	233	

SATURDAY "TOTAL SITE" PARKING ACCUMULATIONS

TIME OF DAY	OFFICE	RETAIL	RESTAURANT	INN	CIVIC CENTER	TOTAL PARKING DEMAND	MAXIMUM PARKING DEMAND
6:00 AM	0	0	0	36	103	139	337
7:00	3	3	2	28	103	139	
8:00	9	8	3	24	124	168	
9:00	12	25	7	20	165	229	
10:00	12	38	9	16	165	240	
11:00	15	61	11	14	206	307	
12:00 Noon	15	71	33	12	206	337	
1:00 PM	12	80	49	12	165	318	
2:00	9	84	49	14	124	280	
3:00	6	84	49	16	103	258	
4:00	6	76	49	20	103	254	
5:00	3	63	65	24	103	258	
6:00	3	55	98	28	103	287	
7:00	3	50	104	32	103	292	
8:00	3	46	109	36	103	297	
9:00	0	34	109	38	103	284	
10:00	0	32	104	40	103	279	
11:00	0	11	93	40	103	247	
12:00 Mid	0	0	76	40	103	219	

\* From Manhattan Beach Public Safety Facilities Review, City of Manhattan Beach and Leach Architects, July 5, 1995

METLOX AND CIVIC CENTER SHARED PARKING DEMAND CALCULATIONS  
DECEMBER PROJECT DEMAND

	SIZE	PARKING RATE	STAND-ALONE SPACES REQ'D	INTERNAL USE FACTOR	"WALK-IN" FACTOR	DECEMBER MONTHLY USE FACTOR	ADJUST. PARKING DEMAND
OFFICE	26,411 SF	1 / 300 SF	88	0%	0%	100%	88
RETAIL	26,168 SF	5 / 1000 SF	131	10%	5%	100%	111
RESTAURANT	6,400 SF	20 / 1000 SF	128	10%	5%	90%	98
HOTEL 40 ROOMS	30,780	1 / 1 ROOM	40	0%	0%	85%	34
CIVIC CENTER	97,000 SF		306	5%	5%	100%	275
TOTALS:	186,759		693				606

WEEKDAY "TOTAL SITE" PARKING ACCUMULATIONS

TIME OF DAY	OFFICE	RETAIL	RESTAURANT	INN	CIVIC CENTER	TOTAL PARKING DEMAND	MAXIMUM PARKING DEMAND
6:00 AM	3	0	0	31	138	172	528
7:00	18	3	2	24	138	185	
8:00	55	11	5	20	138	229	
9:00	82	32	10	17	256	397	
10:00	88	47	20	14	275	444	
11:00	88	77	29	12	275	481	
12:00 Noon	79	90	49	10	248	476	
1:00 PM	79	100	69	10	248	506	
2:00	85	105	59	12	267	528	
3:00	82	105	59	14	256	516	
4:00	68	95	49	17	212	441	
5:00	41	79	69	20	138	347	
6:00	20	69	88	24	138	339	
7:00	6	63	98	27	138	332	
8:00	6	58	98	31	138	331	
9:00	3	42	98	32	138	313	
10:00	3	40	88	34	138	303	
11:00	0	14	69	34	138	255	
12:00 Mid	0	0	49	34	138	221	

SATURDAY "TOTAL SITE" PARKING ACCUMULATIONS

TIME OF DAY	OFFICE	RETAIL	RESTAURANT	INN	CIVIC CENTER	TOTAL PARKING DEMAND	MAXIMUM PARKING DEMAND
6:00 AM	0	0	0	31	103	134	354
7:00	3	3	2	24	103	135	
8:00	9	11	3	20	124	167	
9:00	12	33	6	17	165	233	
10:00	12	50	8	14	165	249	
11:00	15	81	10	12	206	324	
12:00 Noon	15	94	29	10	206	354	
1:00 PM	12	105	44	10	165	336	
2:00	9	111	44	12	124	300	
3:00	6	111	44	14	103	278	
4:00	6	100	44	17	103	270	
5:00	3	83	59	20	103	268	
6:00	3	72	88	24	103	290	
7:00	3	67	93	27	103	293	
8:00	3	61	98	31	103	296	
9:00	0	44	98	32	103	277	
10:00	0	42	93	34	103	272	
11:00	0	14	83	34	103	234	
12:00 Mid	0	0	69	34	103	206	

\* From Manhattan Beach Public Safety Facilities Review, City of Manhattan Beach and Leach Architects, July 5, 1995



**CMA CALCULATION WORKSHEETS**

**(UNDER SEPARATE COVER)**





Agenda Item #:

07/19/11-14



# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Tell and Members of the City Council

**THROUGH:** David N. Carmany, City Manager

**FROM:** Richard Thompson, Director of Community Development  
Laurie Jester, Planning Manager  
Esteban Danna, Assistant Planner  
Christi Hogan, Special Counsel

**DATE:** July 19, 2011

**SUBJECT:** Consideration of Adoption of an Urgency Ordinance Establishing a Moratorium on Tattoo Studios in Order to Study and Complete New Zoning Code Amendments

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### RECOMMENDATION:

Staff recommends that the City Council conduct the public hearing, waive further reading, and adopt Urgency Ordinance No. 2148U establishing a Moratorium on approval of tattoo studios.

### FISCAL IMPLICATION:

There is no fiscal impact from adoption of this ordinance.

### BACKGROUND:

At its 2011-2012 Work Plan meeting the City Council directed Staff to review and make recommendations concerning regulation of tattoo studios in the City. There are no applications pending for such use at the present time, however the Planning Division has received inquiries from several businesses interested in locating in the City. The Municipal Code does not presently make provision for such use. The necessity to amend the existing Municipal Code to allow tattoo studios makes it prudent to impose a moratorium on such uses until a scheme of regulation appropriate to applicable law can be developed and adopted.

### DISCUSSION:

Currently, tattoo studios are not listed as a permitted use of property under the City's Zoning Ordinance. Manhattan Beach Municipal Code Section 10.08.030 provides that "[a]ny new use, or any use that cannot be clearly determined to be in an existing use classification, may be incorporated into the zoning regulations by a Zoning Ordinance text amendment...."

Before the City Council may adopt a Zoning Ordinance amendment, the Planning Commission must hold a duly noticed public hearing and make a recommendation to the City Council. The City Council then conducts a public hearing and may take action on the Zoning Ordinance text amendment. Given notice requirements, under the most ambitious hearings schedule, the soonest

that a zoning text amendment may be considered by the City Council is September or October. Amendment to the Local Coastal Program will also require review and certification by the California Coastal Commission. In order to avoid a violation of the United States Constitution's First Amendment, the City must make every effort to avoid any unreasonable delay in establishing reasonable time, place and manner regulations for tattoo studios.

Until recently, all published court opinions addressing tattoo studios as a land use have concluded that they are not entitled to special protection under the constitution, the way adult businesses or news racks are protected. The Ninth Circuit Court of Appeals recently held in the case of *Johnny Anderson v. City of Hermosa Beach* that the City's total ban on tattoo studios is unconstitutional, and that tattooing is [a] "purely expressive activity fully protected by the First Amendment, and that a total ban on such activity is not a reasonable "time, place, or manner" restriction. The opinion states, "regulation of the time, place, or manner of protected speech must be narrowly tailored to serve the government's legitimate, content-neutral interests but . . . it need not be the least restrictive or least intrusive means of doing so. . . . So long as the means chosen are not *substantially broader than necessary* to achieve the government's interest . . . the regulation will not be invalid simply because a court concludes that the government's interest could be adequately served by some less-speech restrictive alternative." The Ninth Circuit's *Anderson* opinion departs from the assumptions that most cities have relied on in excluding tattoo studio uses and necessitates a zone text amendment.

No applications have been made to the City for a new tattoo studio; however, Staff has received a few telephone and e-mail inquiries indicating interest in establishing such businesses in Manhattan Beach. Hermosa Beach and other cities' regulations will be studied through the Zoning Text Amendment process.

Government Code 65858 permits an initial moratorium for 45 days. Subsequently it may be extended for up to an additional 22 months and 15 days. Passage of a moratorium must be by a four-fifths majority of the legislative body. The ordinance is authorized as an urgency ordinance and goes into effect immediately. In order to have sufficient time to develop a permanent ordinance regulating tattoo studios, Staff will request an extension to the proposed moratorium at the August 2, 2011 regular City Council meeting. The length of the extension will be proposed at said meeting and will be in accordance with all applicable laws. The extension will be a noticed public hearing and will be subject to City Council review and approval.

**ALTERNATIVES:**

- (1) Adopt the interim ordinance and direct Staff to (a) notice a public hearing in accordance with Government Code 65858 to extend the moratorium for the minimum time necessary to process a zoning text amendment to accommodate new tattoo studios in the City and (b) initiate a zoning text amendment which considers which zones such uses are most compatible and whether any additional time, place and manner restrictions are warranted.
- (2) Do not adopt the urgency interim ordinance and instead direct Staff to interpret tattoo studio uses as similar to other personal service uses, such as hair salons, which are allowed as a permitted use in all commercial zones.

Attachments: A. Ordinance No. 2148U

ORDINANCE NO. 2148U

AN INTERIM ORDINANCE OF THE CITY OF MANHATTAN BEACH  
PURSUANT TO GOVERNMENT CODE SECTION 65858 TO MAINTAIN  
STATUS QUO BY PROHIBITING APPROVAL OF TATTOO STUDIOS  
WHILE THE CITY STUDIES AND ENACTS NEW REGULATIONS IN  
ACCORDANCE WITH NEW CASE LAW, AND DECLARING THE  
URGENCY THEREOF.

The City Council of the City of Manhattan Beach does hereby ordain as follows:

**SECTION 1.** Purpose and findings. In order to protect the public health, safety and welfare, pursuant to Government Code Section 36937 the City may adopt urgency ordinances and pursuant to Government Code section 65858 the City may adopt as an urgency measure an interim ordinance prohibiting land uses that may be in conflict with a contemplated General Plan, Specific Plan, or Zoning proposal that the City Council, Planning Commission, or Planning Divisions is considering studying or intends to study within a reasonable period of time. Currently, tattoo studios are not listed as a permitted use of property under the City's Zoning Ordinance and pursuant to Manhattan Beach Municipal Code 10.08.020 any use that cannot be clearly determined to be in an existing use classification is prohibited unless the zoning code is amended to permit the use. Because tattoo studios are not a permitted use currently, the Code does not contain any development or operating standards for tattoo studios to provide the appropriate location and safe operation of these establishments.

The Ninth Circuit Court of Appeal recently held Hermosa Beach's zoning ordinance which similarly did not permit tattoo studios in any zone (amounting to a total ban on tattoo studios) to be unconstitutional. The court held that the business of tattooing is a form of speech protected by the first amendment, which can be subject only to time, place and manner regulations necessary to address secondary impacts of such businesses, if any.

The City now faces an immediate threat to the health, safety and welfare in that these facilities could operate anywhere in the City, without operating restrictions or regard for appropriate zoning districts. Further, without any time, place or manner regulations, there is an immediate threat of an inundation of unregulated tattoo studios in Manhattan Beach.

The City is currently studying new time, place and manner regulations for tattoo studios. Due to the lack of any regulation on these uses and because time will be required to prepare and adopt new regulations and update the zoning ordinance, this Ordinance is intended to place an interim prohibition on the establishment of tattoo studios in all zoning districts as of the date of adoption hereof until new permanent regulations are prepared and adopted by the City Council.

**SECTION 2.** The establishment of tattoo studios in all zoning districts in the City of Manhattan Beach is hereby prohibited for the limited duration of this Ordinance while the City enacts reasonable time, place and manner regulations. Notwithstanding any provision of the Manhattan Beach Municipal Code to the contrary, no zoning permits or approvals, subdivision maps or building permits for tattoo studios shall be approved or issued in the City during the pendency of this Ordinance or any extension thereof.

**SECTION 3.** Definitions. For purposes of this Ordinance, a "tattoo studio" shall be defined as any establishment where tattooing takes place. "Tattooing" means the act of indelibly marking or coloring the skin with a needle by injecting ink, dye, or other coloring material upon or under the skin so as to leave a permanent mark or designs on the skin."

**SECTION 4.** Penalties. Violation of any provision of this Ordinance shall constitute a misdemeanor and shall be punishable by a fine not to exceed \$1,000 or by imprisonment in County jail for not to exceed six (6) months, or by both such fine and imprisonment. Each and every day such a violation exists shall constitute a separate and distinct violation of this Ordinance. In addition to the foregoing, any violation of this Ordinance shall constitute a public nuisance and shall be subject to abatement as provided by all applicable provisions of law.

**SECTION 5.** Severability. If any part or provision of this Ordinance or the application to any person or circumstance is held invalid, the remainder of this Ordinance, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Ordinance are severable.

**EXHIBIT A**  
**CC MTG 7-19-11**

**SECTION 6. Urgency.** Based on the findings set forth in Section 1 hereof, the potential for an inundation of tattoo studios for which the City has no time, place and manner restrictions in place, poses a current and immediate threat to the public health, safety and welfare. This Ordinance is necessary to alleviate and address that threat by prohibiting the establishment of tattoo studios that may be inconsistent with new zoning standards currently being developed until those regulations can be established and adopted. There is no feasible alternative to satisfactorily mitigate or avoid the specific adverse impact identified above as well or better with a less burdensome or restrictive effect than the adoption of this interim urgency ordinance. Based on the foregoing it is in the best interest of public health, safety and welfare to allow adequate study of the impacts resulting from operation of tattoo studios, if any, and the development of regulations to mitigate any such impacts; therefore, it is appropriate to adopt a moratorium on tattoo studios consistent with the authority granted by Government Code section 65858.

This ordinance is adopted pursuant to California Government Code Section 65858 and shall take effect immediately upon adoption by a four-fifths vote of the City Council. This ordinance shall be in full force and effect for a period of forty-five (45) days from the date of its adoption unless extended by the City Council in accordance with the provisions of California Government Code Section 65858.

**SECTION 7. Conflicting Laws.** For the term of this Ordinance, or any extension thereof, the provisions of this Ordinance shall govern over any conflicting provisions of any other City code, ordinance, resolution or policy.

PASSED, APPROVED AND ADOPTED this 19th day of July, 2011.

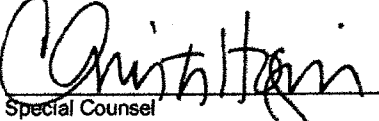
AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Mayor, City of Manhattan Beach

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Special Counsel

ORDINANCE NO. 2151U

AN EXTENSION OF AN INTERIM ORDINANCE OF THE CITY OF MANHATTAN BEACH PURSUANT TO GOVERNMENT CODE SECTION 65858 TO MAINTAIN STATUS QUO BY PROHIBITING APPROVAL OF TATTOO STUDIOS WHILE THE CITY STUDIES AND ENACTS NEW REGULATIONS IN ACCORDANCE WITH NEW CASE LAW, AND DECLARING THE URGENCY THEREOF.

The City Council of the City of Manhattan Beach does hereby ordain as follows:

**SECTION 1.** Purpose and findings. In order to protect the public health, safety and welfare, pursuant to Government Code Section 36937 the City may adopt urgency ordinances and pursuant to Government Code section 65858 the City may adopt as an urgency measure an interim ordinance prohibiting land uses that may be in conflict with a contemplated General Plan, Specific Plan, or Zoning proposal that the City Council, Planning Commission, or Planning Divisions is considering studying or intends to study within a reasonable period of time. Currently, tattoo studios are not listed as a permitted use of property under the City's Zoning Ordinance and pursuant to Manhattan Beach Municipal Code 10.08.020 any use that cannot be clearly determined to be in an existing use classification is prohibited unless the zoning code is amended to permit the use. Because tattoo studios are not a permitted use currently, the Code does not contain any development or operating standards for tattoo studios to provide the appropriate location and safe operation of these establishments.

The Ninth Circuit Court of Appeal recently held Hermosa Beach's zoning ordinance which similarly did not permit tattoo studios in any zone (amounting to a total ban on tattoo studios) to be unconstitutional. The court held that the business of tattooing is a form of speech protected by the first amendment, which can be subject only to time, place and manner regulations necessary to address secondary impacts of such businesses, if any.

The City now faces an immediate threat to the health, safety and welfare in that these facilities could operate anywhere in the City, without operating restrictions or regard for appropriate zoning districts. Further, without any time, place or manner regulations, there is an immediate threat of an inundation of unregulated tattoo studios in Manhattan Beach.

The City is currently studying new time, place and manner regulations for tattoo studios. Due to the lack of any regulation on these uses and because time will be required to prepare and adopt new regulations and update the zoning ordinance, this Ordinance is intended to extend an interim prohibition on the establishment of tattoo studios in all zoning districts as of the date of adoption hereof until new permanent regulations are prepared and adopted by the City Council.

**SECTION 2.** The establishment of tattoo studios in all zoning districts in the City of Manhattan Beach is hereby prohibited for the limited duration of this Ordinance while the City enacts reasonable time, place and manner regulations. Notwithstanding any provision of the Manhattan Beach Municipal Code to the contrary, no zoning permits or approvals, subdivision maps or building permits for tattoo studios shall be approved or issued in the City during the pendency of this Ordinance.

**SECTION 3.** Definitions. For purposes of this Ordinance, a "tattoo studio" shall be defined as any establishment where tattooing takes place. "Tattooing" means the act of indelibly marking or coloring the skin with a needle by injecting ink, dye, or other coloring material upon or under the skin so as to leave a permanent mark or designs on the skin."

**SECTION 4.** Timeline. Staff will process the ordinance as expeditiously as necessary and anticipates that the following tentative timeline is reasonable to develop an ordinance:

- August/September 2011 – Planning Commission (Public Hearings)
- October/November 2011 – City Council (Public Hearing, First and Second Readings)
- Ordinance takes effect 30 days after City Council adoption (December 2011)



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the City of  
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**SECTION 5. Ordinance Options.** Staff anticipates exploring the following options to regulate Tattoo Studios:

1. Classify Tattoo Studios as a Personal Service which would permit the use in all commercial zones.
2. Create a new Tattoo Studio classification and specify Commercial districts where such use can operate.
3. Employ either option above and create reasonable performance standards through the Planning Commission and City Council public review process.

**SECTION 6. Penalties.** Violation of any provision of this Ordinance shall constitute a misdemeanor and shall be punishable by a fine not to exceed \$1,000 or by imprisonment in County jail for not to exceed six (6) months, or by both such fine and imprisonment. Each and every day such a violation exists shall constitute a separate and distinct violation of this Ordinance. In addition to the foregoing, any violation of this Ordinance shall constitute a public nuisance and shall be subject to abatement as provided by all applicable provisions of law.

**SECTION 7. Severability.** If any part or provision of this Ordinance or the application to any person or circumstance is held invalid, the remainder of this Ordinance, including the application of such part of provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Ordinance are severable.

**SECTION 8. Urgency.** Based on the findings set forth in Section 1 hereof, the potential for an inundation of tattoo studios for which the City has no time, place and manner restrictions in place, poses a current and immediate threat to the public health, safety and welfare. This Ordinance is necessary to alleviate and address that threat by prohibiting the establishment of tattoo studios that may be inconsistent with new zoning standards currently being developed until those regulations can be established and adopted. There is no feasible alternative to satisfactorily mitigate or avoid the specific adverse impact identified above as well or better with a less burdensome or restrictive effect than the adoption of this interim urgency ordinance. Based on the foregoing it is in the best interest of public health, safety and welfare to allow adequate study of the impacts resulting from operation of tattoo studios, if any, and the development of regulations to mitigate any such impacts; therefore, it appropriate to adopt a moratorium on tattoo studios consistent with the authority granted by Government Code section 65858.

This ordinance is adopted pursuant to California Government Code Section 65858 and shall take effect immediately upon adoption by a four-fifths vote of the City Council. This ordinance shall extend Ordinance No. 2148U and be in full force and effect for the minimum time necessary to process the zoning text amendment to accommodate new tattoo studios, or 10 months and 15 days from the date of its adoption, whichever comes first, in accordance with the provisions of California Government Code Section 65858.



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**SECTION 9.** Conflicting Laws. For the term of this Ordinance, the provisions of this Ordinance shall govern over any conflicting provisions of any other City code, ordinance, resolution or policy.

PASSED, APPROVED AND ADOPTED this 2<sup>nd</sup> day of August, 2011.

Ayes: Lesser, Howorth, Montgomery, Powell and Mayor Tell.  
Noes: None.  
Absent: None.  
Abstain: None.

/s/ Nicholas W. Tell, Jr.  
Mayor, City of Manhattan Beach

ATTEST:

/s/ Liza Tamura  
City Clerk



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of the original of said  
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office.**

[Signature]  
City Clerk of the City of  
Manhattan Beach, California



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RESOLUTION NO. 5659

RESOLUTION OF THE CITY OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE CIVIC CENTER/METLOX PROJECT LOCATED AT 1200 NORTH MORNINGSIDE DRIVE IN THE CITY OF MANHATTAN BEACH (City of Manhattan Beach)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach, California, hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach considered an Environmental Impact Report for a 57,000 square foot Public Safety Facility, a 30,000 square foot Public Library and 10,000 square foot 99-seat Cultural Arts Center, a 90,000 square foot commercial development with retail, restaurant, 40-room Bed and Breakfast, and office uses, and 562 parking spaces for the property located at 1200 North Morningside Drive in the City of Manhattan Beach.
- B. On October 20, 1999, a Notice of Preparation for the Environmental Impact Report was mailed to all Agencies, the State Clearinghouse at the Office of Planning and Research (OPR), and all interested parties, and the City of Manhattan Beach as the Lead Agency consulted with other agencies with authority over the project in accordance with the requirements of Sections 15082, 15085, and 15086 of the California Environmental Quality Act (CEQA).
- C. On January 11, 2000, a public scoping meeting was held to invite public input on the scope of the Environmental Impact Report in accordance with requirement of Section 15083 of CEQA.
- D. On April 4, 2000, a Revised and Recirculated Notice of Preparation for the Environmental Impact Report, to include the Library expansion and Cultural Arts Center component of the project was mailed to all Agencies, the State Clearinghouse at the Office of Planning and Research (OPR), and all interested parties, and the City of Manhattan Beach as the Lead Agency consulted with other agencies with authority over the project in accordance with the requirements of Sections 15082, 15085, and 15086 of CEQA.
- E. On October 6, 2000, the Draft Environmental Impact Report (DEIR) was completed and circulated for public and agency review and comments, notice was mailed to interested parties, agencies, and to contiguous property owners and published on the local newspaper, and copies of the DEIR was made available to the public at the Community Development Department, the local public Library, and on the City's website, in accordance with Section 15087 of CEQA. The 45-day public review and comment period extended from October 9 to November 22, 2000.
- F. The City Council and Planning Commission conducted public workshops, community meetings, scoping meetings, study sessions, a design charrette and public hearings to receive public testimony on the project as follows: July 27, 1998, September 17, 1998, February 23, 1999, April 15 and 16, 1999, May 18, 1999, May 24, 1999, June 23, 1999 (Planning Commission public hearing on project alternatives), July 14 and 28, 1999 (Planning Commission public hearings on concept plan and recommending that the City Council initiate preparation of the EIR), August 17, 1999 (City Council public hearing directing reduction of project size to 110,000 square feet), October 28, 1999, November 16, 1999 (City Council reduced size of project to be evaluated in the EIR to 90,000 square feet), January 11, 2000 (Public scoping meeting for EIR), February 28, 2001 (Planning Commission public hearing on FEIR) and April 17, 2001 (City Council public hearing on the FEIR). At these workshops, meetings, study sessions, and public hearings the Planning Commission and City Council received public testimony on the project. All decisions set forth in this resolution are based upon substantial evidence received at said public hearings.



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- 1 G. On February 13, 2001, notice of the Planning Commission public hearing on February 28, 2001  
2 and availability of the FEIR was mailed to approximately 700 interested parties, agencies, and to  
3 contiguous property owners. On February 15, 2001, the notice was published in the local  
4 newspaper. On February 20, 2001, the Final Environmental Impact Report (FEIR) was completed  
5 and circulated for public and agency review and comments. Copies of the FEIR were made  
6 available to the public at the Community Development Department and the local public library on  
7 February 20, 2001. The FEIR was also posted on the City's website on February 21, 2001. A total  
8 of 34 individuals, groups, organizations, and agencies submitted over 100 pages of comments on  
9 the DEIR. These letters were broken down into sections and responded to in the FEIR with 245  
10 individual responses. The FEIR was completed in accordance with Sections 15132, 15088, 15089,  
11 and 21092.5 of CEQA.
- 12 H. On April 2, 2001, notice of the City Council public hearing on April 17, 2001 and availability of the  
13 FEIR was mailed to approximately 700 interested parties, agencies, and to contiguous property  
14 owners. On April 5, 2001, the notice was published in the local newspaper. Copies of the FEIR  
15 were made available to the public at the Community Development Department, the local public  
16 library, and the City's website. The FEIR was completed in accordance with Sections 15132,  
17 15088, 15089, and 21092.5 of CEQA.
- 18 I. A reasonable range of alternatives was considered and discussed in the EIR in accordance with  
19 Section 15126.6 of CEQA.
- 20 J. Mitigation measures were considered, discussed, and required in accordance with Section  
21 15126.4 of CEQA. A Mitigation Monitoring and Reporting Program was included as part of the  
22 FEIR in accordance with Section 15097 of CEQA.
- 23 K. In certifying the FEIR, the City Council finds that the EIR is an adequate document and has been  
24 completed in accordance with the requirements of CEQA, and the Lead Agency used their  
25 independent judgement and analysis, in accordance with Section 15090 of CEQA. Additionally the  
26 City Council, in accordance with Section 15151 of CEQA, that the evaluation of environmental  
27 effects of the project is an evaluation of what is reasonably feasible, and that the document is  
28 adequate, complete and a good faith effort at full disclosure.
- 29 L. The applicant and owner of the property is the City of Manhattan Beach.
- 30 M. As the governing body and the property owner of the project site, the City Council of the City of  
31 Manhattan Beach is the decision-making body for certification of the FEIR.
- 32 N. The property is located within Area District III and the Mellox portion (2.5 acres) is currently zoned  
Downtown Commercial (CD), with a General Plan designation of Downtown Commercial and the  
Civic Center portion (4.5 acres) is zoned Public and Semi-Public (PS) and the General Plan  
designation is Public Facilities.
- O. The surrounding land uses consist of commercial and multi-family residential development. The  
surrounding zoning is as follows: North across 15<sup>th</sup> Street, Public and Semi-Public and Residential  
Medium Density, west across Highland Avenue and Morningstar Drive, Downtown Commercial  
with Residential High Density further west of Highland Avenue beyond the Civic Center portion of  
the site, south across Manhattan Beach Boulevard Downtown Commercial and west across Valley  
and Ardmore Drives, Residential High Density and Residential Single Family.

SECTION 2. The Final Environmental Impact Report, which includes the Draft  
Environmental Impact Report, is attached hereto as Exhibit A and incorporated herein by this reference.

SECTION 3. Based upon the foregoing the City Council of the City of Manhattan Beach  
certifies the proposed final Environmental Impact Report.



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a true copy of  
said document  
on file in my  
office.

TA

City Clerk of  
the City of  
Manhattan  
Beach

SECTION 4. Pursuant to Public Resource Code Section, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 30 days of the date of the filing of a notice of determination of this decision with the County Clerk of Los Angeles County or, if no notice of determination is filed, within 180 days from the date of approval of the underlying decisions in this matter.

SECTION 5. This resolution shall take effect immediately. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

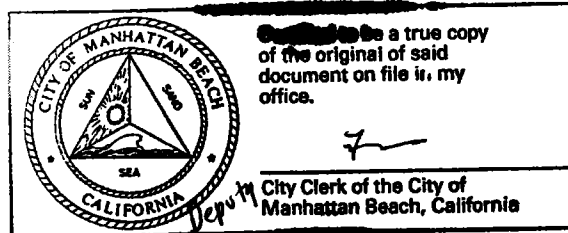
PASSED, APPROVED, and ADOPTED this 17th day of April, 2001.

Ayes:	Wilson, Fahey, Napolitano, Aldinger and Mayor Dougher.
Noes:	None.
Absent:	None.
Abstain:	None.

Walt Dougher  
Mayor, City of Manhattan Beach, California

ATTEST:

Lisa J. [Signature]  
City Clerk





RESOLUTION NO. 5659

RESOLUTION OF THE CITY OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE CIVIC CENTER/METLOX PROJECT LOCATED AT 1200 NORTH MORNINGSIDE DRIVE IN THE CITY OF MANHATTAN BEACH (City of Manhattan Beach)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach, California, hereby makes the following findings:

- A. The Planning Commission of the City of Manhattan Beach considered an Environmental Impact Report for a 57,000 square foot Public Safety Facility, a 30,000 square foot Public Library and 10,000 square foot 99-seat Cultural Arts Center, a 90,000 square foot commercial development with retail, restaurant, 40-room Bed and Breakfast, and office uses, and 562 parking spaces for the property located at 1200 North Morningside Drive in the City of Manhattan Beach.
- B. On October 20, 1999, a Notice of Preparation for the Environmental Impact Report was mailed to all Agencies, the State Clearinghouse at the Office of Planning and Research (OPR), and all interested parties, and the City of Manhattan Beach as the Lead Agency consulted with other agencies with authority over the project in accordance with the requirements of Sections 15082, 15085, and 15086 of the California Environmental Quality Act (CEQA).
- C. On January 11, 2000, a public scoping meeting was held to invite public input on the scope of the Environmental Impact Report in accordance with requirement of Section 15083 of CEQA.
- D. On April 4, 2000, a Revised and Recirculated Notice of Preparation for the Environmental Impact Report, to include the Library expansion and Cultural Arts Center component of the project was mailed to all Agencies, the State Clearinghouse at the Office of Planning and Research (OPR), and all interested parties, and the City of Manhattan Beach as the Lead Agency consulted with other agencies with authority over the project in accordance with the requirements of Sections 15082, 15085, and 15086 of CEQA.
- E. On October 6, 2000, the Draft Environmental Impact Report (DEIR) was completed and circulated for public and agency review and comments, notice was mailed to interested parties, agencies, and to contiguous property owners and published on the local newspaper, and copies of the DEIR was made available to the public at the Community Development Department, the local public Library, and on the City's website, in accordance with Section 15087 of CEQA. The 45-day public review and comment period extended from October 9 to November 22, 2000.
- F. The City Council and Planning Commission conducted public workshops, community meetings, scoping meetings, study sessions, a design charrette and public hearings to receive public testimony on the project as follows: July 27, 1998, September 17, 1998, February 23, 1999, April 15 and 16, 1999, May 18, 1999, May 24, 1999, June 23, 1999 (Planning Commission public hearing on project alternatives), July 14 and 28, 1999 (Planning Commission public hearings on concept plan and recommending that the City Council initiate preparation of the EIR), August 17, 1999 (City Council public hearing directing reduction of project size to 110,000 square feet), October 28, 1999, November 16, 1999 (City Council reduced size of project to be evaluated in the EIR to 90,000 square feet), January 11, 2000 (Public scoping meeting for EIR), February 28, 2001 (Planning Commission public hearing on FEIR) and April 17, 2001 (City Council public hearing on the FEIR). At these workshops, meetings, study sessions, and public hearings the Planning Commission and City Council received public testimony on the project. All decisions set forth in this resolution are based upon substantial evidence received at said public hearings.



Certified to be  
a true copy of  
said document  
on file in my  
office.

TA

City Clerk of  
the City of  
Manhattan  
Beach

- 1 G. On February 13, 2001, notice of the Planning Commission public hearing on February 28, 2001  
2 and availability of the FEIR was mailed to approximately 700 interested parties, agencies, and to  
3 contiguous property owners. On February 15, 2001, the notice was published in the local  
4 newspaper. On February 20, 2001, the Final Environmental Impact Report (FEIR) was completed  
5 and circulated for public and agency review and comments. Copies of the FEIR were made  
6 available to the public at the Community Development Department and the local public library on  
7 February 20, 2001. The FEIR was also posted on the City's website on February 21, 2001. A total  
8 of 34 individuals, groups, organizations, and agencies submitted over 100 pages of comments on  
9 the DEIR. These letters were broken down into sections and responded to in the FEIR with 245  
10 individual responses. The FEIR was completed in accordance with Sections 15132, 15088, 15089,  
11 and 21092.5 of CEQA.
- 12 H. On April 2, 2001, notice of the City Council public hearing on April 17, 2001 and availability of the  
13 FEIR was mailed to approximately 700 interested parties, agencies, and to contiguous property  
14 owners. On April 5, 2001, the notice was published in the local newspaper. Copies of the FEIR  
15 were made available to the public at the Community Development Department, the local public  
16 library, and the City's website. The FEIR was completed in accordance with Sections 15132,  
17 15088, 15089, and 21092.5 of CEQA.
- 18 I. A reasonable range of alternatives was considered and discussed in the EIR in accordance with  
19 Section 15126.6 of CEQA.
- 20 J. Mitigation measures were considered, discussed, and required in accordance with Section  
21 15126.4 of CEQA. A Mitigation Monitoring and Reporting Program was included as part of the  
22 FEIR in accordance with Section 15097 of CEQA.
- 23 K. In certifying the FEIR, the City Council finds that the EIR is an adequate document and has been  
24 completed in accordance with the requirements of CEQA, and the Lead Agency used their  
25 independent judgement and analysis, in accordance with Section 15090 of CEQA. Additionally the  
26 City Council, in accordance with Section 15151 of CEQA, that the evaluation of environmental  
27 effects of the project is an evaluation of what is reasonably feasible, and that the document is  
28 adequate, complete and a good faith effort at full disclosure.
- 29 L. The applicant and owner of the property is the City of Manhattan Beach.
- 30 M. As the governing body and the property owner of the project site, the City Council of the City of  
31 Manhattan Beach is the decision-making body for certification of the FEIR.
- 32 N. The property is located within Area District III and the Mellox portion (2.5 acres) is currently zoned  
Downtown Commercial (CD), with a General Plan designation of Downtown Commercial and the  
Civic Center portion (4.5 acres) is zoned Public and Semi-Public (PS) and the General Plan  
designation is Public Facilities.
- O. The surrounding land uses consist of commercial and multi-family residential development. The  
surrounding zoning is as follows: North across 15<sup>th</sup> Street, Public and Semi-Public and Residential  
Medium Density, west across Highland Avenue and Morningstar Drive, Downtown Commercial  
with Residential High Density further west of Highland Avenue beyond the Civic Center portion of  
the site, south across Manhattan Beach Boulevard Downtown Commercial and west across Valley  
and Ardmore Drives, Residential High Density and Residential Single Family.

SECTION 2. The Final Environmental Impact Report, which includes the Draft  
Environmental Impact Report, is attached hereto as Exhibit A and incorporated herein by this reference.

SECTION 3. Based upon the foregoing the City Council of the City of Manhattan Beach  
certifies the proposed final Environmental Impact Report.



Certified to be  
a true copy of  
said document  
on file in my  
office.

TA

City Clerk of  
the City of  
Manhattan  
Beach



SECTION 4. Pursuant to Public Resource Code Section, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 30 days of the date of the filing of a notice of determination of this decision with the County Clerk of Los Angeles County or, if no notice of determination is filed, within 180 days from the date of approval of the underlying decisions in this matter.

SECTION 5. This resolution shall take effect immediately. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 6. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

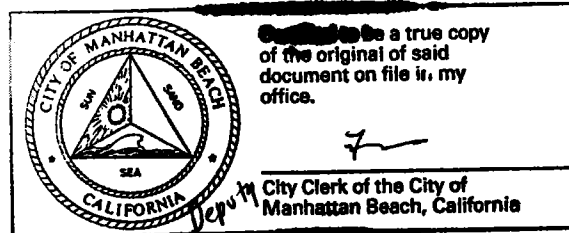
PASSED, APPROVED, and ADOPTED this 17th day of April, 2001.

Ayes:	Wilson, Fahey, Napolitano, Aldinger and Mayor Dougher.
Noes:	None.
Absent:	None.
Abstain:	None.

Walt Dougher  
Mayor, City of Manhattan Beach, California

ATTEST:

Lisa J. [Signature]  
City Clerk





RESOLUTION NO. 5725

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH DETERMINING COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND A PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT (EIR), WHICH INCLUDES MITIGATION MEASURES AND A MITIGATION MONITORING PROGRAM, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR A USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR A PUBLIC SAFETY FACILITY AND RELATED IMPROVEMENTS, AT THE CIVIC CENTER SITE- 400 AND 420 15<sup>TH</sup> STREET AND 1400 HIGHLAND AVENUE.  
(City of Manhattan Beach)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach, California, hereby makes the following findings:

- A. The City is seeking approval of a Use Permit and Coastal Development Permit, to allow the Demolition of the Existing Public Safety Facility and Construction of a New Public Safety Facility and Related Improvements, at the Civic Center Site, 400 and 420 15<sup>th</sup> Street and 1400 Highland Avenue in the City of Manhattan Beach.
- B. In accordance with the Manhattan Beach Local Coastal Program (MBLCP) a Use Permit approval is required for the project in the Downtown Commercial Zone.
- C. The subject property is located within the City of Manhattan Beach Coastal Zone, in the non-appealable area, and is subject to a Coastal Development Permit.
- D. The applicant/property owner is the City of Manhattan Beach.
- E. The Planning Commission of the City of Manhattan Beach conducted a public hearing regarding the project at their regular scheduled meeting of January 23, 2002. The public hearing was advertised pursuant to applicable law and testimony was invited and received. At that meeting the Planning Commission adopted Resolution No. PC 02-05, determining that the project was in compliance with CEQA, and Resolution No. PC 01-06, approving the Use Permit and Coastal Development Permit. All decisions set forth in those resolutions are based upon substantial evidence received at said public hearing.
- F. The City Council of the City of Manhattan Beach conducted public hearings regarding the project at their regular scheduled meetings of February 5 and 19, 2002, and at a special study session/continued public hearing on February 12, 2002. The public hearings were advertised pursuant to applicable law and testimony was invited and received. All decisions set forth in this resolution are based upon substantial evidence received at said public hearings.
- G. An Environmental Impact Report (EIR), including Mitigation Measures and a Mitigation Monitoring Program, for the Metlox/Civic Center project was certified by the City of Manhattan Beach City Council on April 17, 2001 (State Clearinghouse No. 99121090), which includes the environmental clearance for the Public Safety Facility project, the "Civic Center" Alternative in the EIR. There have been no substantial changes to the project, the surrounding area or environment, and the facts associated with the project have not substantially changed from those evaluated in the certified EIR from an environmental impact viewpoint. Therefore, the existing certified EIR is a valid environmental document that adequately evaluates the environmental impacts of the project in accordance with the requirements of CEQA and the project can rely upon this document for conformance with the requirements of CEQA. The Environmental Impact Report is on file and available for public review at the City of Manhattan Beach Community Development Department, City Clerks office, public Library and on the City's website.
- H. The property is located within Area District III and is zoned Downtown Commercial and Public and Semipublic. The properties to the west and south are also zoned Downtown Commercial, the properties to the north are zoned Medium Density Residential and Public and Semipublic, and the properties to the east are zoned Open Space.
- I. The General Plan designation for the property is Downtown Commercial and Public Facilities.

- J. The proposed project will replace the existing Police and Fire Station 1 facilities with an approximate 54,500 square foot, combined Police and Fire Public Safety Facility, and related improvements. Street improvements include the extension of 13<sup>th</sup> Street as a two-way street from Morningside Drive east to Valley Drive. Valley Drive will be converted from one-way southbound traffic to two-way traffic between 13<sup>th</sup> and 15<sup>th</sup> Streets. Morningside Drive may be converted to one-way northbound traffic between Manhattan Beach Boulevard and 13<sup>th</sup> Street.
- K. Construction of the project is anticipated to take approximately 2 years beginning in Fall 2002. The project is proposed to be constructed in one phase. Alternatively, a phased approach could be utilized, however this would add approximately 12 months to the construction schedule. During project construction, Police and Fire functions will take place in temporary off-site facilities located near the Civic Center campus. Temporary modifications to the surrounding area, (street, parking, landscaping, etc.), to accommodate the temporary facilities and construction of the project, will occur. The temporary parking lot (Lot M) approved on the Metlox site (Resolution No. PC 98-13), will be superceded by this approval which provides for a temporary parking lot on the Metlox site during construction of the Public Safety Facility.
- L. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

**SECTION 2.** An initial study of environmental impacts regarding the proposed project was completed and is included within the Certified EIR and incorporated herein by this reference. The following potential impacts were identified by the initial study:

- A. Aesthetics
- B. Air Quality
- C. Land Use
- D. Public Services (Police Protection)
- E. Risk of Upset
- F. Transportation/Circulation
- G. Hydrology; and,
- H. Noise

The EIR evaluated the "Civic Center Only" project as an Alternative, with the proposed project evaluated by the EIR being the Civic Center/Metlox Development. The EIR evaluated all of the potential impacts associated with the project and determined that with Mitigation Measures that the Civic Center Alternative would have a less than significant impact in all areas identified above with the exception of Noise. The EIR identified that during construction of the project, even with all feasible mitigation measures as identified within the EIR, there would be a significant temporary adverse unavoidable noise impact due to the project. The Final EIR states the following:

"Implementation of the Civic Center Alternative would reduce construction activities by approximately 48 percent as compared to the proposed project. As such, noise impacts associated with developing the site would be reduced as compared to the proposed project. However, this alternative would still result in unavoidable significant construction noise impacts because of the close proximity of sensitive residential land uses."

The Civic Center Alternative evaluated in the EIR also included the expansion, or entirely rebuilding, the existing Public Library building (12,100 square feet) with an approximate 30,000 square foot Public Library, plus an approximate 10,000 square foot attached Cultural Arts Center. The proposed project, the Public Safety Facility, does not include the Library or Cultural Arts Center components and therefore the potential negative temporary construction noise impacts associated with the project will be further reduced from what was evaluated in the EIR.

**SECTION 3.** The City Council of the City of Manhattan Beach hereby finds that the potential impacts of the discretionary decisions, with the exception of temporary construction Noise impacts, as evaluated in the EIR may be adequately and effectively mitigated to a level of insignificance by imposition of the applicable Mitigation Measures as identified in the EIR, and the City Council Resolution No. 5729 for approval for the Use Permit and the Coastal Development Permit adopted by the City Council on February 5, 2002, incorporated herein by reference and attached as Exhibit A.

**SECTION 4.** The City Council of the City of Manhattan Beach hereby finds that in order to approve the Public Safety Facility project with significant unavoidable temporary construction noise impacts, that a Statement of Overriding Considerations must be adopted. Although there are impacts associated with a project, there are overriding considerations since the benefits of the project outweigh the unavoidable adverse environmental impacts.

These Overriding Considerations include the facts and findings that the Public Safety Facility is currently inadequate and does not serve the public health, safety, and welfare to the extent feasible and desirable. The existing facilities were originally constructed in 1958 (Police) and 1960 (Fire) and do not accommodate the current needs of the Departments or the Community. A Needs Assessment Update Report dated December 11, 2001 by HOK and WLC Architects was reviewed by the City Council on December 18, 2001, which evaluated the need for the new Facilities. The current facilities are overcrowded and functionally deficient. The existing Facilities do not meet current State building, seismic and other safety code requirements. The Emergency Operations Center, currently located in the City Hall basement, is not seismically sound or integrated with the Public Safety buildings. The building infrastructure, (electrical, plumbing, heating/air conditioning, ventilation, communication, etc.) is outdated and not in conformance with current Codes. The jail, locker, video/audio, computer, and shower facilities are inadequate and not up to current standards. The roof leaks, there is termite damage, and seismic damage to the Hose Tower and the Fire living area. The Paramedics medications and supplies do not have adequate storage areas. Both Departments have important Department records stored off-site. There is a great need for the project and the benefits to the community outweigh the temporary significant impacts associated with the construction noise. The new Facility will be modernized and more efficient, meeting current building safety, seismic, handicapped, energy, fiberoptic, and other State and local Codes and regulations. The updated Facilities are planned to serve the health, safety, and welfare needs of the community for the next 20 to 25 years.

The new Public Safety Facility will meet the following project objectives as identified within the EIR:

- Replace undersized, functionally deficient buildings and increase operational effectiveness of the Civic Center Public Safety Facilities.
- Develop a Public Safety Facility which houses and coordinates the activities of the police and fire departments into one facility.
- Incorporate open space areas (such as plazas and courtyards) and landscaping to the maximum extent feasible.
- Promote strong integration with the remainder of downtown including pedestrian orientation, a public plaza and/or other public uses.

In accordance with the requirements of the California Environmental Quality Act the Planning Commission finds that the project benefits outweigh the significant temporary Noise impacts and therefore adopts a Statement of Overriding Considerations.

SECTION 5. Every condition identified herein by reference as mitigating a potential environmental impact shall be incorporated as a condition of approval in the applicable discretionary approval.

SECTION 6. The Mitigation Monitoring Program, as applicable, as provided within the Certified EIR is herein incorporated by reference in order to ensure mitigation monitoring of the conditions. Applicable Mitigation Measures identified herein as essential to mitigate potential environmental impacts, are included and avoid or substantially lessen the significant effects as identified in the EIR.

The following Mitigation Measures, as identified in the Final EIR Mitigation Monitoring Program, are not applicable to the proposed project for the following reasons:

A. AESTHETICS/VIEWS

MM 4. and 5. relate to the Lookout Tower, which is not a part of the Public Safety Facility Project.

D. PUBLIC SAFETY

MM 3. considers providing valet service at peak parking demand times, as needed. The provision applies to the commercial Metlox development and not the Public Safety Facility project.

E. TRANSPORTATION AND CIRCULATION

MM 2. through 9. require various post-construction traffic studies, traffic improvements, and contributions for traffic improvements. There are no traffic impacts associated with the Public Safety Facility project, since there is no expansion of the existing use, no significant increase in personnel and the Public Library expansion and Cultural Arts

Center portions of the project are not included within the proposed project. Additionally, the project description includes the extension of 13<sup>th</sup> Street as a two-way street from Morningside Drive east to Valley Drive, the conversion of Valley Drive between 13<sup>th</sup> and 15<sup>th</sup> Street from one-way southbound traffic to two-way traffic, and potentially the conversion of Morningside Drive from two-way traffic to one-way northbound traffic between Manhattan Beach Boulevard and 13<sup>th</sup> Street. All of these traffic improvements are not required to mitigate project traffic impacts but will improve existing traffic and circulation patterns in the project area. Therefore, the previously cited traffic and circulation Mitigation Measures are not applicable to the proposed project and are not required to mitigate project impacts as there are no significant project impacts related to traffic and circulation.

I. NOISE

MM 12. relates to construction materials for acoustical treatment for the Bed and Breakfast which is not a part of the Public Safety Facility project and therefore is not applicable.

SECTION 7. Based upon the foregoing the City Council of the City of Manhattan Beach determines the Public Safety Facility project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and a previously certified EIR (SCH No.99121090), certified by the City Council of the City of Manhattan Beach on April 17, 2001, which includes Mitigation Measures and a Mitigation Monitoring Program, and adopting a Statement of Overriding Considerations.

SECTION 8. Pursuant to Public Resources Code Section 21167 any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 30 days of the date of the filing of a notice of determination of this decision with the County Clerk of Los Angeles County or, if no notice of determination is filed, within 180 days from the date of approval of the underlying decisions in this matter.

SECTION 9. This resolution shall take effect immediately.

SECTION 10. The City Clerk shall certify to the adoption of this resolution; enter it into the original records of the City.

SECTION 11. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 12. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED this 19<sup>th</sup> day of February 2002.

Ayes:  
Noes:  
Absent:  
Abstain:

\_\_\_\_\_  
Mayor, City of Manhattan Beach, California

ATTEST:

\_\_\_\_\_  
City Clerk

RESOLUTION NO. 5769

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH DETERMINING COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND A PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT (EIR), WHICH INCLUDES MITIGATION MEASURES AND A MITIGATION MONITORING PROGRAM, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS FOR A MASTER USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR A COMMERCIAL DEVELOPMENT, PUBLIC AREAS, PUBLIC SUBTERRANEAN PARKING STRUCTURE AND RELATED IMPROVEMENTS, AT THE METLOX SITE- 1200 MORNINGSIDE (Metlox LLC, c/o Tolkin Group)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council of the City of Manhattan Beach, California, hereby makes the following findings:

- A. Metlox LLC, c/o Tolkin Group is seeking approval of a Master Use Permit and Coastal Development Permit, to allow the construction of a commercial development, public areas, public subterranean parking structure and related improvements, at the Metlox Site, 1200 Morningside Drive in the City of Manhattan Beach.
- B. In accordance with the Manhattan Beach Local Coastal Program (MBLCP) a Use Permit approval is required for the project in the Downtown Commercial Zone.
- C. ~~The subject property is located within the City of Manhattan Beach Coastal Zone, in the non-appealable area, and is subject to a Coastal Development Permit. The Coastal Development Permit for the commercial development and public areas are not appealable to the California Coastal Commission (CCC). The public parking is a project that is identified in the State Coastal Act as a project that is appealable to the CCC, regardless of the location of the project within the Coastal Zone.~~
- D. The applicant is Metlox LLC, c/o Tolkin Group and the property owner is the City of Manhattan Beach.
- E. The Planning Commission of the City of Manhattan Beach conducted a public hearing regarding the project at their regular scheduled meeting of June 26, 2002 and continued the public hearing to July 10, 2002. The public hearings were advertised pursuant to applicable law and testimony was invited and received. At the meeting of July 10, 2002, the Planning Commission adopted Resolution No. PC 02-17 determining compliance with the California Environmental Quality Act (CEQA) and a previously certified Environmental Impact Report which includes Mitigation Measures and a Mitigation Monitoring Program, and adopting a Statement of Overriding Considerations, Resolution No. PC 02-18, approving the Master Use Permit and Coastal Development Permit for the commercial development and the public areas, and Resolution No. PC 02-19, approving the Master Use Permit and Coastal Development Permit for the subterranean public parking structure. All decisions set forth in those resolutions are based upon substantial evidence received at said public hearings.
- F. The City Council of the City of Manhattan Beach conducted a public hearing regarding the project at their regular scheduled meetings of July 16, 2002. The public hearing was advertised pursuant to applicable law and testimony was invited and received. All decisions set forth in this resolution are based upon substantial evidence received at said public hearing.
- G. An Environmental Impact Report (EIR), including Mitigation Measures and a Mitigation Monitoring Program, for the Metlox/Civic Center project was certified by the City of Manhattan Beach City Council on April 17, 2001 (State Clearinghouse No. 99121090), which includes the environmental clearance for the Metlox project, including the Reduced Density and Increased Parking Alternatives in the EIR. There have been no substantial changes to the project, (aside from a reduction in square footage of the commercial element of the project from 90,000 square feet to 63,850 square feet), the surrounding area or environment, and the facts associated with the project have not substantially changed from those evaluated in the certified EIR from an environmental impact viewpoint. Therefore, the existing certified EIR is a valid environmental document that adequately evaluates the environmental impacts of the project in accordance with the requirements of CEQA and the project can rely upon this document for conformance with the

requirements of CEQA. The Environmental Impact Report is on file and available for public review at the City of Manhattan Beach Community Development Department, City Clerk's office, public Library and on the City's website.

- H. The property is located within Area District III and is zoned Downtown Commercial. The properties to the west and south are also zoned Downtown Commercial, the properties to the north are Downtown Commercial and Public and Semipublic, and the properties to the east are zoned Open Space.
- I. The General Plan designation for the property is Downtown Commercial.
- J. The proposed project will provide a new approximately 63,850 square foot commercial development, approximately 40,000 square feet of public areas, and approximately 430 subterranean public parking spaces. Street improvements approved with the Public Safety Facility include the extension of 13<sup>th</sup> Street as a two-way street from Morningside Drive east to Valley Drive, the conversion of Valley Drive from one-way southbound traffic to two-way traffic between 13<sup>th</sup> and 15<sup>th</sup> Streets, and the conversion of Morningside Drive to one-way northbound traffic between Manhattan Beach Boulevard and 13<sup>th</sup> Street.
- K. The existing surface parking lot at 1148 Morningside Drive, approximately 4000 square feet in area and located south of the Metlox loading area, may be added to the project site to provide a pedestrian and/or vehicular entryway into the project from Morningside Drive. The City is currently in the process of negotiating the purchase of the parking lot site. This may result in more than three buildings being included in the project however the total approved square footage (63,850 square feet) would not be exceeded. The total parking provided in the subterranean public parking structure would increase by approximately 28 spaces.
- L. Construction of the project is anticipated to take approximately 20 months beginning approximately in January 2003 with completion in August 2004. Prior to construction of commercial building and the public areas the public subterranean parking structure will be constructed, with construction anticipated from January 2003 through October 2003; the commercial buildings and public area are anticipated to be constructed October 2003 to August 2004.
- M. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

**SECTION 2.** An initial study of environmental impacts regarding the proposed project was completed and is included within the Certified EIR and incorporated herein by this reference. The following potential impacts were identified by the initial study:

- A. Aesthetics
- B. Air Quality
- C. Land Use
- D. Public Services (Police Protection)
- E. Risk of Upset
- F. Transportation/Circulation
- G. Hydrology; and,
- H. Noise

The EIR evaluated the "Reduced Density" project and the "Increased Parking" project as Alternatives, with the proposed project evaluated by the EIR being the Civic Center/Metlox Development. The EIR evaluated all of the potential impacts associated with the project and determined that with Mitigation Measures that the Reduced Density and Increased Parking Alternatives would have a less than significant impact in all areas identified above with the exception of Noise, (temporary during construction) and Traffic, limited to summertime traffic impacts. Additionally the Increased Parking Alternative has a significant impact related to Air Quality (temporary during construction). The EIR identified that during construction of the project, even with all feasible mitigation measures as identified within the EIR; there would be a significant temporary adverse unavoidable noise impact due to the project. Related to traffic impacts the EIR states that significant impacts are expected to remain at one intersection during summer weekdays PM peak (Manhattan Beach Boulevard and Valley Drive/Ardmore Avenue) for both Alternatives and one intersection during summer Sundays (Manhattan Beach Boulevard at Highland Avenue) for the Increased Parking Alternative. The EIR identified that during construction of the project, even with all feasible mitigation measures as identified within the EIR, there would be a significant temporary adverse unavoidable Air Quality impact for the Increased Parking Alternative during project construction.



The Reduced Density Alternative evaluated in the EIR included an approximate 57,000 square foot commercial development and the Increased Parking Alternative included approximately 424 parking spaces on the Metlox site. The proposed project includes only a maximum of 63,850 square feet of commercial development, not 90,000 square feet as evaluated for the Metlox/Civic Center project in the EIR, and approximately 430 parking spaces.

**SECTION 3.** The City Council of the City of Manhattan Beach hereby finds that the potential impacts of the discretionary decisions, with the exception of temporary construction Noise and Air Quality impacts, and summertime traffic impacts, as evaluated in the EIR may be adequately and effectively mitigated to a level of insignificance by imposition of the applicable Mitigation Measures as identified in the EIR, and Resolution Nos. 5770 and 5771 for approval for the Master Use Permits and the Coastal Development Permits adopted by the City Council on July 16, 2002, incorporated herein by reference and attached as Exhibit A.

**SECTION 4.** The City Council of the City of Manhattan Beach hereby finds that in order to approve the Metlox project with significant unavoidable temporary construction noise and air quality impacts, and summertime traffic impacts, that a Statement of Overriding Considerations must be adopted. Although there are impacts associated with the project, there are overriding considerations since the benefits of the project outweigh the unavoidable adverse environmental impacts.

These Overriding Considerations include the following facts and findings: The City purchased the Metlox site in order to control development and ensure a project that was consistent with the community's vision for the Downtown, while minimizing impacts to the surrounding commercial and residential areas. The project limits development to a maximum of 63,850 square feet of development while the Zoning Code would allow over 141,000 square feet of development on the site, more than two times the square footage proposed. The project limits the types, square footage and mixture of uses on the site. The development is also primarily limited to 26 feet of building height with architectural features up to 30 feet in height and two stories, with the possibility of a limited 3<sup>rd</sup> story for the Inn, while the Zoning Code would allow up to a 30-foot height limit and three stories. The project also provides landscaping that far exceeds the Zoning Code requirements, and public open areas over 40,000 square feet in area, while the Zoning Code requires no public open areas. The project is consistent with the Downtown Design Guidelines and implements elements of the Downtown Strategic Action Plan as adopted by the City Council in November 1996. The site plan for the development avoids massing and creates a pedestrian friendly atmosphere consistent with the existing Downtown. The site layout creates a large public Town Square which will be improved with fountains, landscaping, benches, artwork and other public amenities, and the City will maintain, secure, and program the Town Square and public areas with activities for the community. The parking structure will be totally subterranean creating an attractive environment. The project replaces in part an unsightly vacant lot located at the eastern entrance and Gateway to the Downtown with an architecturally attractive project providing added economic activity and public open space. The project includes street improvements, such as the extension of 13<sup>th</sup> Street from Morningside to Valley Drive, the conversion of Valley Drive between 13<sup>th</sup> and 15<sup>th</sup> Street to two-way traffic, and the conversion of Morningside Drive to on-way northbound to improve overall traffic flow in the Downtown.

The additional level of parking will provide parking within the Downtown to serve merchants, the public, library employees and patrons, visitors, and employees. This additional parking will allow the City of Manhattan Beach to develop a more comprehensive Downtown Parking Management Program to utilize the existing and future parking in a more efficient manor. The location and size of the site within the Downtown, and the ownership of the property by the City, provides the unique opportunity to provide additional public parking. Of the approximate 430 public parking spaces in the subterranean structure only 140 to 160 are required for the commercial development during the peak demand, and the joint use of the facility and mixed-use nature of the project will maximize the availability of parking during all hours. This additional public parking will minimize impacts to surrounding residential areas by minimizing the existing parking spillover into the surrounding residential areas. The additional parking may also accommodate special events and overflow parking, which currently impacts surrounding areas. These ongoing annual events such as the Association of Volleyball Professionals (AVP) Manhattan Open Tournament, Hometown Fair, Fireworks, 10K Run, and Art Festival will all benefit from the increased parking in the Downtown. The location is central and convenient to serve all of the above needs. Although there may be some increased traffic in the immediate vicinity due to the increased parking availability, there is no clear empirical data that quantifies the increase. Even if there is a slight increase the substantial benefit of the additional parking which minimizes the parking impacts to the surrounding residential and commercial uses clearly outweighs the slight impact, if any, of increased traffic. Additionally, the reduced commercial development square footage (63,850) versus 90,000 for the Metlox/Civic Center project reduces the project traffic impacts due to the commercial portion of the project.

The temporary Noise and Air Quality impacts are reduced from what was evaluated in the EIR due to the project schedule and timing. The EIR anticipated that the Metlox development and Civic Center project

would be constructed at the same time which increases the Noise and Air Quality impacts, particularly during grading and excavation. The Metlox subterranean parking will be excavated, graded, and construction completed, then the excavation, grading and construction of the Civic Center project will begin. This will minimize the Air Quality impacts since it is only the Particulate Matter (PM10) that exceeds the South Coast Air Quality Management Districts (SCAQMD) standards and PM10's are only exceeding SCAQMD standards during grading and excavation. The construction Noise impacts will also be reduced since the grading and excavation of the two sites will not occur simultaneously. Additionally, the reduced commercial development square footage (63,850 versus 90,000 for the Metlox/Civic Center project) reduces the project noise impacts due to the commercial portion of the project, since the smaller project will take less time to construct than the large 90,000 project approved with the EIR. The construction scheduling of the projects (Civic Center/Metlox) will minimize traffic and parking impacts by making the Metlox parking structure available to the public as soon as it is completed.

The new Metlox project will meet the following project objectives as identified within the EIR:

- To provide an introduction and gateway to the Downtown area;
- To replace a previous industrial use (the Metlox Pottery Plant) with a low-scale commercial development, which is compatible with the existing Downtown commercial area;
- To integrate the City of Manhattan Beach Civic Center with a low-scale community oriented commercial development;
- To provide a vibrant, interesting, interactive place for residents of Manhattan Beach to congregate, experience culture and have fun;
- To incorporate open space areas (such as plazas and courtyards) and landscaping to the maximum extent feasible;
- Promote strong integration with the remainder of downtown including pedestrian orientation, a public plaza and/or other public uses;
- To integrate public parking at the site and promote shared parking operations between the two sites, as appropriate;
- To keep new commercial development at a low-scale and is architecturally compatible with the Downtown area; and,
- To provide a mix of unique local serving commercial tenants who will complement, and not compete with, the existing Downtown uses.

In accordance with the requirements of the California Environmental Quality Act the City Council finds that the project benefits outweigh the significant temporary Noise and Air Quality impacts, and summertime traffic impacts and therefore adopts a Statement of Overriding Considerations.

**SECTION 5.** Every condition identified herein by reference as mitigating a potential environmental impact shall be incorporated as a condition of approval in the applicable discretionary approvals.

**SECTION 6.** The Mitigation Monitoring Program, as applicable, as provided within the Certified EIR is herein incorporated by reference in order to ensure mitigation monitoring of the conditions. Applicable Mitigation Measures identified herein as essential to mitigate potential environmental impacts, are included and avoid or substantially lessen the significant effects as identified in the EIR.

The following Mitigation Measures, as identified in the Final EIR Mitigation Monitoring Program, are not applicable to the proposed project for the following reasons:

**A. AESTHETICS/VIEWS**

MM 4., 5., 6., and 7. relate to the Lookout Tower, which has been eliminated from the project description and is not a part of the Metlox Project.

**B. TRANSPORTATION AND CIRCULATION**

The following Mitigation Measures are identified in the EIR as discretionary conditions of approval, subject to approval of the City Council.

7. Highland Avenue & 15<sup>th</sup> Street -Widen Highland Avenue north of 15<sup>th</sup> Street and remove on-street parking to provide a southbound right-turn only lane

8. Highland Avenue and Manhattan Beach Boulevard –Potential mitigation measures for this impact require the widening of the roadway to provide for additional capacity. This widening may require the acquisition of additional right-of-way and the removal of existing amenities.

The City of Manhattan Beach area roadway system currently makes full use of the available rights-of-way. The streets are currently either fully utilized for either travel lanes, turn channelization, or on-street parking. In addition, the parkways also contain pedestrian and landscape resources that contribute to the aesthetic character of the Downtown Commercial District. These streetscape improvements are part of the overall landscape, pavement, and other improvements that are provided throughout the heart of the Downtown on the major streets that provide a unifying pedestrian -oriented environment. A review of the locations which would have significant traffic impacts during one or more time periods shows that physically improving the roadways to provide additional traffic capacity would require the removal of these existing amenities (i.e., loss of street parking, sidewalk streetscape and landscape features). Removing these amenities would be contrary to the City's goals of providing a pedestrian-oriented Downtown and maximizing the availability of public parking. Because of these secondary impacts the City Council finds that it is not appropriate to implement the above discretionary mitigation measures.

SECTION 7. Based upon the foregoing the City Council of the City of Manhattan Beach determines the Metlox project is in compliance with the requirements of the California Environmental Quality Act (CEQA) and a previously certified EIR (SCH No. 99121090), certified by the City Council of the City of Manhattan Beach on April 17, 2001, which includes Mitigation Measures and a Mitigation Monitoring Program, and adopting a Statement of Overriding Considerations.

SECTION 8. Pursuant to Public Resources Code Section 21167 any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 30 days of the date of the filing of a notice of determination of this decision with the County Clerk of Los Angeles County or, if no notice of determination is filed, within 180 days from the date of approval of the underlying decisions in this matter.

SECTION 9. This resolution shall take effect immediately.

SECTION 10. The City Clerk shall certify to the adoption of this resolution; enter it into the original records of the City.

SECTION 11. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 12. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED this 16th day of July 2002.

Ayes:  
Noes:  
Absent:  
Abstain:

\_\_\_\_\_  
Mayor, City of Manhattan Beach, California

ATTEST:

\_\_\_\_\_  
City Clerk

